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NO DISARMAMENT IN JAPAN. REDUCING ARMY AND INCREASING AIR FORCE.

Y.2,500,000 MORE FOR CHEMICAL WARFARE.

Details of the changes in the fighting forces of Japan now under consideration show that actual reduction is intended, observes the *Japan Chronicle*. Whatever can be saved by reduction of the army is to be spent on development of the Air Force, the chemical warfare department and so forth. The proposed disbandment extends to four of the twenty-one divisions in Japan and Korea, the average division containing about 13,000 officers and men, including cavalry and artillery and service corps.

An important conference of Field-Marshal, War Councilors and other high military authorities was held at the War Minister's official residence on the 13th instant to discuss the changes in the army suggested by the Commission organized for the purpose. Among those present were Marshals Oka and Uehara, General Ugaki, the War Minister, Gen. Kawai, Chief of the General Staff, Gen. Oba, Inspector-General of Military Education and General Yamashita, Fukuoka, Oka and Machida, all War Councilors. General Tanaka was not present, owing to illness. The morning was occupied by explanations offered by the War Minister and the Chief of the Army General Staff, and in the afternoon session the measure was discussed. The conference broke up at 4.30 p.m. without any definite decision being arrived at, but the *Kokumin* believes that the final decision will be reached at another conference to be called in a few days. The plan, when approved, will be submitted to a Cabinet Council as quickly as possible, and the procedure of laying it before the Throne for approval will be gone through with the least possible delay.

The chief points of the plan, as explained by the War Minister at the conference, were, according to the *Kokumin*, as follows:

1.—Four Army Divisions in Japan proper shall be disbanded and one shall be transferred to Korea in order to strengthen the border defences, although the actual transfer will be deferred for some time. By this reduction of the number of Army Divisions it is estimated that the sum of Y.2,500,000 a year can be saved.

2.—Three preparatory military schools (in Tokyo, Hiroshima and Kumamoto) shall be abolished, the sum of Y.900,000 being saved by this means.

3.—A cut of Y.300,000 shall be made by effecting the adjustment of strategic zones and by retrenchment in the Remount Department.

4.—Retrenchment to the amount of Y.100,000 shall be realised by the abolition or amalgamation of Bureau and Sections in the War Office, the Army General Staff Office, the Aviation Board, the Technical Board and the Land Survey Board.

The total sum of Y.2,100,000 which is saved by the above-mentioned means shall be put to the following uses:

Y.15,000,000 for the expansion of the Air Force.

Y.500,000 for the creation of tank corps and anti-aircraft artillery battalions.

Y.2,300,000 to promote research concerning poison gas and to expand the Military Scientific Laboratory.

Y.300,000 for the establishment of a school for the training of infantry non-commissioned officers.

Y.200,000 for meeting other expenses connected with military equipment.

The balance of Y.2,500,000 will be set apart for expansion of the Air Force, etc.

STRUGGLE BETWEEN GENERALS AND CABINET.

As repeatedly reported, the military authorities intend to employ the money saved by army reduction for the development of other means of defence and offense. In the War Office estimates, therefore, no retrenchment is expected. According to the *Mainichi*, the Finance Department does not like this mode of procedure. It insists that the War Office shall notify it of the amount of the cut it proposes to make, in the expenditure, and then ask for new appropriations for the new schemes. The War Office is not, however, going to yield to the Finance Department's demand without a struggle, and the latter is reported to be considerably annoyed, as its peremptory rejection of the military contention might bring a hornet's nest about its ears and the very life of the Cabinet might be endangered.

FEAR OF LOSING SOLDIERS' TRADE.

The abolition of five or six Army Divisions is now taken as a foregone conclusion, although there is still much ambiguity as to which Divisions will be disbanded. The inclusion of the Osaka Division among those doomed was forecasted in the Japanese Press the other day. The report caused a good deal of uneasiness at Okayama. A few days ago, Mr. Kubota and Mr. Yamaguchi, president of the Osaka Chamber of Commerce, went up to Tokyo to plead with the Ministers, particularly Mr. Inukai, Minister of Communications, and General Ugaki, the War Minister, both of whom hail from Okayama prefecture to support them in their appeal to have the division retained. A pessimistic telegram having been received from them on the 13th inst., the local Chamber of Commerce held a meeting the following day to discuss further steps. A meeting of members of the local Prefectural Assembly is also being arranged. High resentment is caused in some quarters, says an Okayama message to the *Mainichi*, against Mr. Inukai and General Ugaki, who are alleged to have shunned interviews with the delegation.

THE NEW DIPLOMACY.

ANGRY TIRADE AGAINST THE UNITED STATES.

SOVIET INSOLENCE.

PEKING, August 19th.

The Soviet Ambassador has made the following statement:

The Note which was returned to Mr. Yoshizawa by M. Karakhan was written by the former at the request of the American Minister. M. Karakhan has no doubt that if Mr. Yoshizawa, who is now engaged in negotiations with the Government of the Union, had the right to refuse, he would have declined to undertake the ungrateful task of representing American interests in regard to the Soviet Government. The idiosyncrasy of American diplomacy has up till now been forcing and still forces it to-day to act foolishly and incorrectly *vis-a-vis* the Government of the Union. In this respect American diplomacy differs widely from the American people who are endowed with common sense favourably distinguishing them even from other nations. As for American diplomacy, it is so afraid and has such a hatred of the Soviet Union that in an official document presented to the Soviet Representative it cannot refrain from discourteous formulations.

It would be an ungrateful task to teach good manners and politeness to the representatives of the present American Government, it being, however, not so much a question of politeness or courtesy as one of bitter hatred which some of the elements now ruling in America feel towards the Soviet Government. No wonder that in China American diplomacy is particularly sensitive with regard to the Soviet Union, for it is here in China that America has more strongly and acutely than other Powers felt the blow which was dealt to her policy by the sincere and straight-forward policy of the Soviet Government. Indeed, the hypocrisy and Christian bigotry in which the Americans enveloped their policy in China, have now been fully exposed in the eyes of the Chinese people. Much lustre has been taken off from good words about the respect for and the speeches of the American Minister at Harbin, and the appearance and arbitrary actions of American warships in Chinese home waters.

Of course, the Americans who have made Mr. Yoshizawa write the Note which was returned to-day, could be told: You do not wish to recognise the regime existing in the Soviet Union? Well, you may be at ease; the Soviet Government does not at all intend compelling you to do so. And they could also be told that the American people will force them to recognize the Government of the Union without any reservations. Then the present rulers of America could also be told that the day relations are restored between America and the Union it will not in any way mean that the Government of the Union will have to recognize the regime which at present holds sway in America—if, of course, this regime is still existing at the time. The regime of violence in China, the infringement of the Chinese people's rights; the regime of the strangling of the Philippines; the regime of the most unashamed interference with the affairs of the American Republics; the regime which has made of a negro a dog whom anyone may kill with impunity; the regime, lastly, which but quite recently has revealed itself in an unutterably monstrous form of corruption, decay, pillaging of state property—in which all take part, whether senators, ministers or judges; a regime under which the President has had to use many an effort and much time to find an honest judge to investigate the oil scandal, for every judge on whom his choice fell happened himself to be involved in the scandal and the robbing of state property.

It is to be hoped at least that the American Minister does not mean to say that the Powers which recognise the Washington Government have also recognised all the above enumerated brilliant aspects of the American regime. And we certainly hope that when we are going to resume relations with the American Government the latter is not going to insist upon the recognition of this regime on our part too. We have no doubt as to the fact that the best part of the American people, that is its huge majority, are against the policy of the present American Government with regard to the Soviet Union, nor do we have any doubts that to-day's rulers of America know that their days are numbered, and that those who will come in their place will—whether they may be—either by compulsion or their own free will correct the mistakes made with regard to the Soviet Union, and would, we express the hope, not only in regard to the Soviet Union, but also to other peoples and in particular the Chinese nation—*Russia*.

EMPIRE AERIAL SERVICE FOR JAPAN.

Y.21,000,000 TO BE EXPENDED.

A plan to spend Y.21,000,000 during the next five years on aerial routes within the Empire has been formulated by the Aviation Bureau attached to the Japanese Department of Communications.

Two routes are at present proposed, one between Tokyo and Mukden, via Hakone, Osaka, Okayama, Hamada, Tokyo, and Heio, and the other between Etorofu in the Kurile Islands and Kagoshima, via Kasumigaura and Kishimoto. During the first year it is proposed to open the route between Tokyo and Hamada, calling for an initial expenditure of Y.6,000,000, which will be used for maintenance, observatories, aviation grounds, and bounties to manufacturers and air-transport companies.

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China Lights new	104	Union Insur.	231.00	Wharves	210	Providents old	10
Cements new	6.80	H'kong Banks	12.00	Watsons	27	Providents new	6.10
Sports Trains M. Rate	40.30	Peak Trains	184	Tugs	3.20		
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Prospective buyers are reminded that sales or purchases of lots mentioned depend upon our clients and market fluctuations.

MORRISON GAP FATALITY.
MOTOR DRIVER ACQUITTED OF MANSLAUGHTER.

Chan Chin Yan, a motor-car driver of the Hongkong Hotel Garage, was charged on remand before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon, with the manslaughter of a coolie in the Morrison Gap Road.

The defendant was represented by Mr. H. C. Macnamara. A coolie, giving evidence, said that deceased was one of a number of people engaged to work on the racecourse. On the 1st inst., a party of workers, including deceased and witness, were going home along Morrison Gap Road at the end of the day. Near the motor road to the Peak, witness saw a motor-car coming towards him. Witness did not actually notice the deceased in the party until he saw him knocked over by the car. The latter stopped before reaching the witness, and as it did so, the right front wheel was on the deceased's body. Witness heard no horn or human cry. The car backed after the accident, and the driver, whom witness could not identify, put the deceased into it with the assistance of others, and drove back in the direction of Wanchai.

A succession of coolie witnesses gave evidence of a similar nature. The defendant was eventually discharged.

HIRED BICYCLE STORY.

BONESHAKER'S VARIED CAREER RELATED IN COURT.

Tung Tung, alias Tang Chu Kit, a young unemployed garden boy, was charged before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, with stealing a bicycle.

Det. Sgt. Dorling said that he understood that on April 9th last the defendant hired the bicycle (an ancient machine produced in Court) from the Ha Yee Yick shop, Yaumatei, and on April 26th sold it to another youth for \$7.50. This lad, quite innocently sold it later to the Lee Hing shop, Hung Hom, whose staff, on scraping off the paint for the purpose of re-namelling the machine, discovered the name of the Ha Yee Yick shop. The owner of the former establishment communicated with the proprietor of the latter, with the result that defendant was traced and arrested.

The proprietor of the Ha Yee Yick shop, and other witnesses, gave evidence corroborating Sgt. Dorling's statements.

Defendant pleaded that the bicycle was originally stolen by another person who had gone into the country and could not be traced. As this and other statements of the defendant could not be disproved, His Worship decided to give the youth the benefit of the doubt, and he was accordingly discharged.

MISGUIDED ANGER.

MAGISTRATE'S REBUKE TO TWO TRUCULENT COOLIES.

A motor-bus driver who, on Wednesday, accidentally knocked down a woman coolie in Lai Chi Kok Road, and alighted to attend to her, told Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, how two male coolies, who worked with the woman, rushed up at that moment and attacked him.

Addressing the two coolies, who stood in the dock before him charged with assault, His Worship asked them if they thought that, after what they had done, other drivers were likely to stop in future under similar circumstances. A fine of \$5, or seven days' hard labour in default, was imposed in each case.

CINEMA NOTES.

THE CORONET.

The film version of Sir James Barrie's famous story, "The Little Minister," into which Messrs. Paramount have put some of their best work, will be screened in the Coronet Theatre again to-day. Betty Compson takes the leading role.

QUEEN'S THEATRE.

"Judgment of the Storm" is the special picture which the Queen's Theatre is putting on for a week's run from to-day. Patrons should note that it will only be put on at the 5.15 and 9.15 shows. For the 2.30 and 7.15 performances the Queen's Theatre has secured another Chinese super-production, "Her Sacrifice."

After the success of "The Grandson," there is little need to describe at length what has been called the first big picture of China. Both "Her Sacrifice" and "The Grandson" were made by the same company in Shanghai and local residents who have visited the Model Settlement will recall some of the pretty scenes presented. The opinion of film experts now is that although there is tremendous difference between the Chinese and European speaking stage, the time is not far distant when Chinese films will rival the products of America and Europe. In "Her Sacrifice" will be detected a few minor errors in technique, but on the whole it offers an excellent opportunity to see into modern Chinese life and appreciate the Chinese social system.

"Judgment of the Storm" includes in its cast half a dozen prominent names in the screen world, such as Lucille Dickson, Lloyd Hughes, George Hackathorne and Myrtle Steadman. It is not a picture which boasts elaborate settings but the many and diversified scenes of New York clubland, a beautiful countryside and some old-time Christmas snowing have been extremely well chosen. The blizzards depicted in "Judgment of the Storm" have been favourably compared to those shown in "Way Down East" they amply bear out the claim that almost anything can be shown on the silver screen.

LOCAL SPORT.**LAWN TENNIS.**

I.R.C. TOURNAMENT.

Playing on Wednesday afternoon in the Challenge round of the Singles Championship on the ground of the Indian Recreation Club, H. D. Rumjahn met and defeated S. A. Rumjahn, the holder, by 3 sets to 1—6-2, 4-6, 6-2 and 6-4.

In the first set, H. D. Rumjahn had things much his own way, his smashing particularly being a treat to watch. In the second set both players played carefully and well, each taking a game alternately, until the games reached 4 all; when S. A. Rumjahn playing better than the set, took the next two games and won the set. But in the third set, H. D. Rumjahn had the game well in hand, as his opponent showed signs of wearing off. The former thus won the set rather easily by 6-2. In the final set, S. A. Rumjahn made a spurt, bringing the score to 4 all, although at one stage of the game, the score was 4-2 against him. He could not cope with the pace the other was forcing him and eventually H. D. Rumjahn won the set by 6-1. H. D. Rumjahn is to be congratulated in thus winning the Championship of the Indian Recreation Club.

ROYAL HONGKONG GOLF CLUB.**SUMMER MEETING.**

The summer meeting of the Royal Hong Kong Golf Club will, as announced in our advertisement columns, take place on Saturday and Sunday, August 30th and 31st.

FOOTBALL.

In a friendly game on the Naval ground the Hongkong Police yesterday defeated H.M.S. Tamar by one goal to nil, scored by Sgt. E. Post.

HONGKONG SHARE MARKET.**CLOSING QUOTATIONS.**

August 28th, 1924.

Hongkong and Shanghai	\$1,200 b.
Banks	\$1,200 b. & ss.
Canton Insurance	\$230 b. & ss.
Union Insurance	\$232 b.
Hongkong Fire Insurance	\$290 b.
Douglas Steamships	\$62 b.
H.K. & C. M. Steamboats	\$43 nominal
"Star" Ferries	\$101 b. & 102 ss.
China Sugars	\$374 nominal
Kowloon Wharves	\$167 b.
Whampoa Dock	\$124 b.
Shanghai Dock	\$124 b.
Hongkong Wharves	\$124 b.
Hongkong Land	\$120 b. & 121 ss.
Hongkong Hotels (old)	\$24 b.
Humphreys Estates	\$24 b.
Ewo Cotton Mills	\$104 b.
China Providents (old)	\$161 b. (new) \$5.10 b.
Dairy Farms	\$271 b. & 278 ss.
Watsons	\$271 b. & 278 ss.
Hongkong Electric	\$411 b.
China Lights	(old) \$174 (new) \$114 b.
Hongkong Trams	\$42 b.
Peak Tramways	\$20 b.

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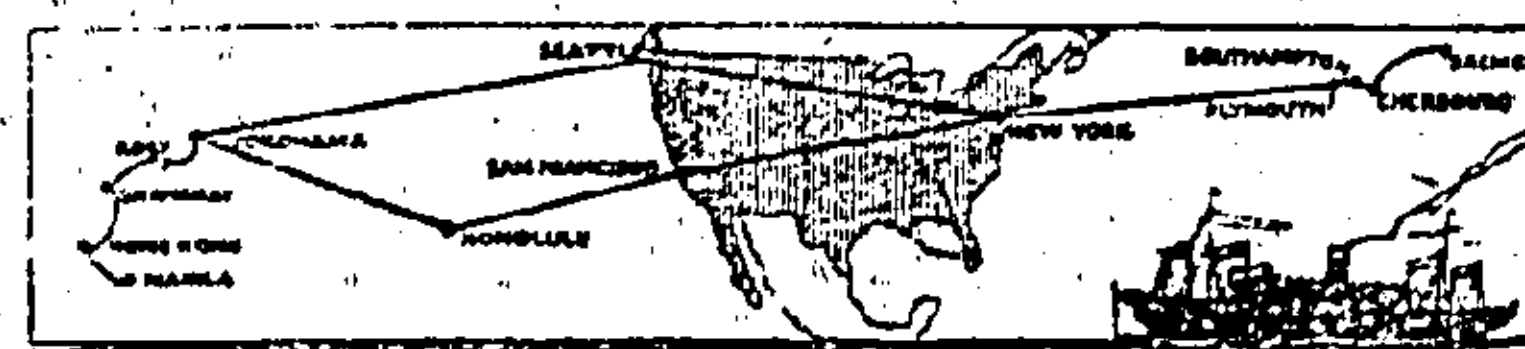
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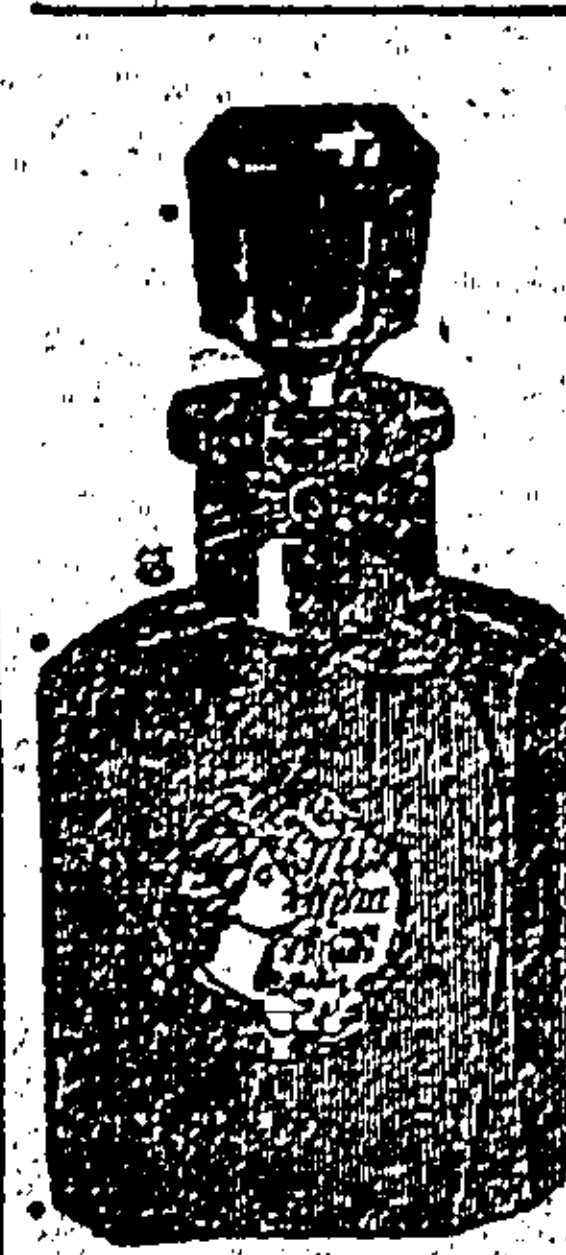
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cases of small-pox, spinal meningitis, and lately typhoid, have broken out within recent years and as in the case of the earliest plague outbreak, the Colony has again had to rely on voluntary assistance, freely and ably given, not the least of which were the two small-pox vaccination campaigns, the first by "St. John's Ambulance Brigade," the last by the "Boy Scouts," for work which we submit the Board should have been properly organised and equipped to undertake and we are fortunate that no worse epidemic has befallen us.

This Colony has long suffered and still suffers from the fact that neither the Home Government, nor at times, this Government, recognise that it is no longer a "habe in arms" but a full grown, lusty man, capable of forming judgments and of insisting upon improvements and reforms in local matters when their necessity is clearly proved, and in the present instance the policy of *laissez faire*, evidenced by the President of the Sanitary Board when, in answering Colonel Fitzgerald's reference to the increase of malaria, he deprecated the reforms asked for in Dr. Koch's resolution, suggesting that they should "go on as at present doing what they could" is precisely what the Colony is not content to do and because it is determined matters should no longer continue to drift that I have moved the resolutions named.

We have asked that the suggested Board and Department should have complete analytical and bacteriological control of the water supply of the Colony, and the necessity for this as well as the wisdom of it, has surely been amply demonstrated in the revelations made in connection with the recent outbreak of typhoid, and we are convinced that the present arrangement of allowing the bacteriological examination to be performed by an officer already overburdened in his work, is not safe and should no longer continue; indeed the "water problem" of the Colony has now become so large a one that we are not sure that it would not be desirable to separate the Water Control entirely from the administratively overworked Public Works Department, and a separate "Water Board" constituted, though in such case adequate analytical and bacteriological control must be ensured. We should imagine that the Director of Public Works would welcome the divorce.

My resolution closes with the demand that the "Head" of the Board of Department shall be one with the necessary special qualifications in Public Health. I believe that under the Ordinance of 1887 the Principal Civil Medical Officer was the President of the Board, and it was not until the 1903 Ordinance came into force that a Cadet became the President of the Board. We are unanimous in our admiration for the excellence of our Civil Service Administration in this Colony and the conspicuous ability of very many of its Cadets, but whatever may be said in defence of the system which makes their appointments as interchangeable as they frequently are, surely it cannot be upheld when it becomes a question of what is or should be, a Public Health Department, and we are convinced that the "Head" of this Department should be a Medical Officer of high qualifications and large experience in Sanitary and Public Health hygiene. The reforms will mean increase of staff and of course cost more money, but the Colony needs them and can afford it. The Sanitary Board has done excellent service in the past, but as constituted at present with its limitations it is out of date with the needs of the Colony, and for the reason that we are all convinced that there is urgent need for reform, I submit the resolutions standing in my name, confidently anticipating they will be unanimously passed by this Council.

SPEECH BY HON. MR. H. W. BIRD.

Hon. Mr. H. W. Bird: Sir,—In seconding the resolution now before this Council, I venture to make some suggestions relating to the control of public health matters in this Colony. I know how easy it is to criticise and how impossible it is to create a Utopia at a moment's notice, particularly in a place like Hongkong where so many of the inhabitants take no interest in health matters, but there can be no doubt that the machinery which propels the public health service of this Colony has not kept pace with the growth of the Colony and now a complete overhaul is necessary.

QUARANTINE STATION.
In spite of the fact that Hongkong is one of the biggest shipping ports of the world, we have no Quarantine Station. It may be said we have got on very well up to now without one. That may be. But one never knows when such an institution may be urgently needed. It is not very many years ago that several cholera cases arrived here in a ship and they had to be housed in junks. Can we be proud of that?

Here again we have no proper Government disinfecting station. What has been done in this direction up to date has been carried out by private enterprise. How does the Government justify this state of affairs?

I believe it to be a fact that on account of the lack of these two important medical qualifications, Hongkong ranks only as a 2nd Class port in the League of Nations. I know an Infectious Diseases Hospital does exist in name at Kennedy Town. Is the Government proud of it? And does it do credit to our Colony?

AMBULANCES.
We have seen a lot of correspondence about the lack of ambulances, and whilst accepting all one reads as Gospel without hearing the other side of the case, on enquiry there does seem to be a grave lack of this very necessary accommodation. I would suggest the immediate acquisition of a launch to be fitted up for ambulance purposes, to work in connection with the motor ambulance and be under the control of the same authority who should be able to give instructions relating to its use at all times of the day or night. Further, I would like to see an attendant, with some nursing qualifications, on the launch and motor ambulance during the transit of patients.

The purity of the water, milk, and food supply should be the special care of the Board.

Malaria.—I speak subject to correction, but I understand that this disease is on the increase in this Colony. If this is the case I should like to know the Government explanation.

CONSTITUTION OF THE DEPARTMENT.

I would suggest, Sir, that the Board of Control be entirely reconstituted. Firstly, let it be greatly enlarged. The President should undoubtedly be someone possessing a Public Health Degree. I do not see the need for the P.C.M.O. on the Board, his work in his own capacity being chiefly administrative. The M.O.H. should be the Principal Medical Officer of the Board—under him, the Health Officer of the Port, two assistant M.O.H.'s (one for Hongkong and one for Kowloon) and another medical man with special qualifications as an entomologist and malarial expert. The Bacteriologist and Analyst would also be members. In addition to these technical men, I suggest one or two leading citizens, such as a member of the big shipping and mercantile firm who have big interests at stake in the health of the Colony, the Director of Public Works, Director of Education, Forestry Department, and, of course, several prominent Chinese. Rather a formidable list you may say, but the Department is so important that I consider it should be fully represented.

HON. MR. MONTAGUE EDE'S SUPPORT.

Hon. Mr. C. MONTAGUE EDE: I rise, Sir, to support the resolution, and I do so the more readily because I am satisfied that the Government is always willing to effect reforms where the necessity for them is shown.

COLONIAL SECRETARY'S REPLY.

THE COLONIAL SECRETARY: Sir, I think before I reply to the motion I would like to refer to matters raised by the second which do not arise out of the motion and it may be convenient to do so now. There has been no quarantine station here for 80 years, and I suppose we are very fortunate in having got along without one. We have been looking out for a suitable station for some time and it is quite possible that we shall have a very fine quarantine station. We have not experienced great need of one. Some people from another port a few years ago were so careless as to contract cholera. Those who contracted cholera were put on one lighter and the remainder were put on another lighter. I think there were one or two deaths on that occasion. That was the only time when there was any real necessity for quarantine. So far we have been extremely fortunate but I think it is quite likely that we shall get a quarantine station.

With regard to the hon. member's statement that there is no Government Disinfecting Station, I would ask has he ever been to the Government Disinfecting Station?

Hon. Mr. Bird: I have been to a disinfecting station, which is a hulk.

Hon. Colonial Secretary: I mean the Government Disinfecting Station below Crane Road. Mr. Lyon is in charge.

H.E. THE GOVERNOR: I think the hon. member is referring to apparatus for the disinfection of ships.

Hon. Mr. Bird: I mean the actual disinfection of ships.

Hon. Colonial Secretary: We have a disinfection station but we are not satisfied with our present one. Mr. Duncan has the matter in hand of selecting a site for one and we hope to get a much better one.

With regard to the Hospitals for Infectious Diseases the subject is under consideration of the Principal Civil Medical Officer, who arrived recently, and the Director of Public Works. I cannot tell you how much the Government regrets that the building of the Infectious Diseases Hospital—there are two of them—is not at present under way. It is obviously necessary where the Principal Civil Medical Officer raised certain questions that they should be discussed. I hope to show the proposal before the Finance Committee before long for the allocation of the necessary funds but I am not able to say when. The present Infectious Diseases Hospital has performed its work fairly well. It has been open for only six months of the year, and if cases occur in the other six months of the year we have to send a special attendant and nurses down to take their residence there.

Regarding the lack of ambulances, I don't know exactly what the hon. member means.

Hon. Mr. Bird: Launch ambulances.

Hon. Colonial Secretary: A launch is available for the removal of cases from ships. As regards removal from Kowloon to Hongkong, we have in cases occasional use of a launch and occasionally a ferry. Unfortunately the other day there was a rather urgent case that led to a lot of correspondence in the public Press and editorial remarks, but it was mostly based on entire fabrications and the matter has been dealt with by correspondence with those concerned. It is hardly necessary to have a special ambulance launch now, because the Kowloon hospital is expected to be opened next March—I think at least we have given a promise for next March—and to embark now on building a special ambulance launch for the few months remaining is hardly necessary considering that we have made arrangements with the ferry company to clear a certain part of the ferry.

Hon. Mr. Bird: That does not deal with the case of ships.

Hon. Colonial Secretary: I don't know what the arrangements are, but I understand that arrangements exist.

Now, Sir, coming to the motion itself, I don't think I have studied the local papers, their correspondence, articles, sub-articles, etc., more closely than I have during the last few weeks on the subject of the proposed Board of Health. I have read everything that has been published on the subject and I must say that after reading it all I was entirely in the dark as to the reason for the suggestion that there should be this Board of Health. I had hoped to-day that I would

receive some enlightenment from the unofficial members on the subject but I have not. I gather that they met together, probably they looked at each other and to use the words of Lord Palmerston they concluded "It does not matter what we say as long as we say the same thing." They put two pieces of paper into the hat, "who's for?" and "who's against?" and it came out "For." I have been here now for a considerable time, and the Sanitary Department has always struck me as being a very efficient department which performs its duties expeditiously and efficiently. To take one point for instance, when a very bad epidemic of plague broke out at the time when Dr. Frank Clarke was the Medical Officer of Health, I went round with him on my first visit to crowded parts of the City and when I saw what action was being taken it struck me that the Department was acting with the most extraordinary efficiency. He seemed to have got everything organised. It was a very bad epidemic. I think there were over 2,000 cases. On that occasion Dr. Clark said he hoped to have it well under control by the month of May. We were then in March and his prediction was fulfilled. There has been another epidemic since then, which was dealt with in the same efficient manner. We have hardly any cases of plague this year at all. The Colony is now practically free from plague and in regard to that scourge I may say the Sanitary Board and its officials are extraordinarily efficient.

Then we had an outbreak of cerebrospinal meningitis, which was also dealt with most expeditiously. The Sanitary Board on that occasion urged that an expert should be got over from New York, and by the kindness of the Rockefeller Institution he came in about a month, and since that time our bacteriological institute has continued to act on the recommendations made by Captain Orlitzky and we have had no further outbreak of that disease. We have sporadic cases occasionally.

Take the two outbreaks of small-pox to which reference was made by the mover of the resolution. In these cases nothing could be more complimentary to the efficiency of the Board than the way they were taken "in hand." The community came to the rescue and under the guidance of the officials of the Sanitary Department they organised a most efficient campaign. When the reports went Home H.M. Government expressed their very high appreciation of the work that had been done on both these occasions.

Now we come to consider various activities of the Department. The slaughter-houses are controlled by the Department and we have got an Assistant Veterinary Surgeon in the inspection of slaughter-houses, which are extremely well run. We have before very long to move them, building even more efficient slaughter-houses under the proper control of the Department. The markets are very well looked after and if any defects are brought to the notice of the Government we will be only too glad to rectify them. Then there are the cemeteries which are also extremely well managed by the Board.

Coming to the work of house cleansing, which is the biggest and hardest task of the Sanitary Board, I cannot believe any other Board or authority would carry on the work better than the way it has been done. A great many inspectors are employed in doing the work thoroughly and systematically, right through the City. Tact is necessary to avoid causing irritation among the population. Nothing is more unpleasant than to have officers come to a house to turn out the whole of the furniture and have the place washed down with disinfectant. They have to be very tactful.

Now we come to this proposal or demand for a Board of Health. It is rather nice sounding—isn't it?—Board of Health! I can see no other reason from all I have read for the demand for any change in the present Board than that there have been rather more typhoid cases among the foreign community this summer than is usually the case. Certainly, the cause of this increase has not been found.

I don't know whether any of the hon. members have ever studied the bacteriological reports of the water taken from the reservoirs, filter beds and wells, and all sorts of places. It is only when one has had any deviation from the very excellent reports we have had in the past. We have always been assured that the water supply in Hongkong is noted for its excellence and purity, and when this particular reservoir became muddy the water was chlorinated and made perfectly good so far as being innocuous is concerned. It is extremely nasty to drink, perhaps, without taking something in it. Why should we have a Board of Health because of these purely ephemeral occurrences? It is not clear to me what is meant by having complete analytical and bacteriological control of the water supply. If the Board were to say that this water is bad and this reservoir must be shut, we certainly would not do it. I do not see how the analysts and bacteriologists of a Board of Health can do more than the present analysts do in regard to food, and the present bacteriologist does in regard to water. The proposed Board looks not unlike the present Board except that there should be a Medical Officer at the Head of it. I do not see what is to be gained by erecting a board to take the place of, or supplement, the present Sanitary Board. If all the Heads of Departments proposed to sit on this Board are to be asked to go down and sit through long discussions it will be most irritating. We have lots of work to do in the public services, though many people seem to think we have not. I may add that the Government is absolutely ready to create any new department which is proved to be necessary. For instance, we have just recently, with the sanction of the Secretary of State, created a Port Development Department. I only mention that to show that the Government is quite ready to create a new department if there is any good reason shown for it. As regards a technical head of the department it is difficult to see why a technical head should be required. My reading

late has certainly shown that there seems to be subtle objections to a Cadet officer as the head. That is very peculiar for in the great municipality of Singapore and in Penang they have Cadet officers as heads of the Departments. Mr. Hallifax, brother of our Secretary for Chinese Affairs, did so well as head of the municipality of Singapore that he was asked for by another city and the Government reluctantly spared him. Then there is Sir Reginald Farrer who is head of the Municipality of Singapore administers a revenue as large as this Colony and has works in hand of untold millions. To say that a Cadet officer is not a proper person to be head of such a department seems to me rather ridiculous. I have a great admiration for the Cadet service, and I can say that quite frankly because I am not a Cadet officer. I have hardly ever known one Cadet who has not done his work efficiently. In reading the letters in the Press I see all sorts of objections; that the head of the Sanitary Department was not efficient because he was not a plumber or had not a certificate of the Sanitary Institute. That is grotesque. The present head of the Department and his predecessor, and in fact all I have known since I have been here, have done their work efficiently. I think the Sanitary Board does extraordinarily well. The whole of this agitation featured in the Press and taken up by the Unofficial Members is simply because of this small increase in typhoid cases. There may be other reasons, but I have not found them and I have not seen any other argument. If any increase in the staff is required the Government is willing to consider it. The machine is there already; it may be that a little more oil is sometimes necessary.

H.E. THE GOVERNOR.

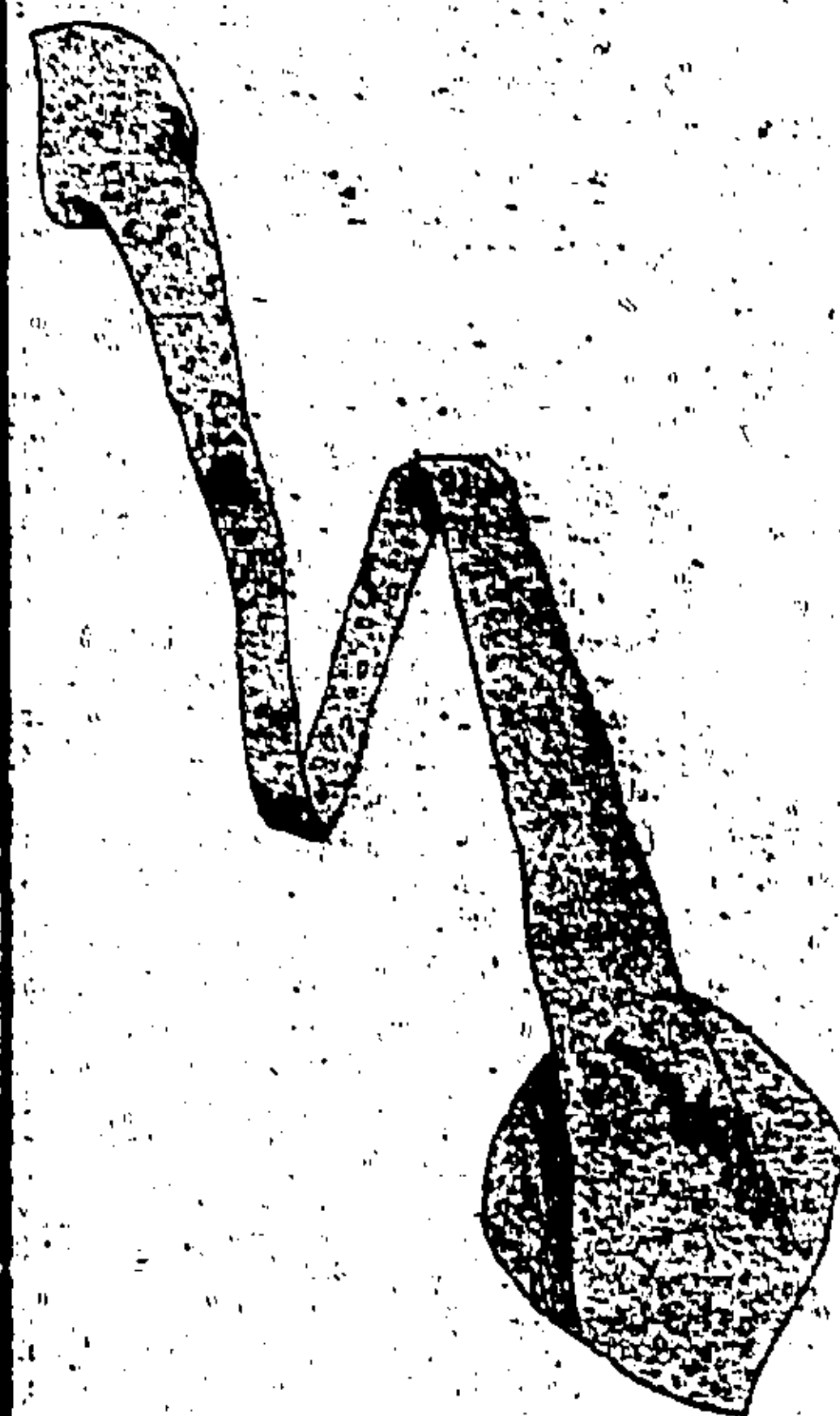
H.E. THE GOVERNOR: I should like to say a few words on what the Colonial Secretary has said with regard to the second half of the motion. It is an attractive idea, to people who do not take the trouble to understand the work, that a technical department should have a technical man as its head. The idea is apparently that the head of a department which deals with matters of applied science should be a man whose whole work is of that nature. That is entirely incorrect. The Sanitary Department requires at its head an administrative officer. He has a very large staff to control, and what is more important, a very large part of his staff is Chinese and a man in that position without a knowledge of the Chinese language would not be worth the money he is paid. If you get a technical man for that job you would find it difficult to get a man who speaks Chinese. The proposal in the resolution sounds attractive, but it is entirely wrong. It seems to have always been the newspapers' idea that the Secretary of State for War should be a soldier. As we know, that is not the practice for this reason, that if you get a technical man as the head of the Department he is not doing technical work. In the present instance the Department would go to pieces unless a technical officer has got an officer to keep him straight. The only thing he could assist himself in is the subject in which he has been trained. Is he going to do that or is he going to leave it to the Medical Officer of Health? I suggest it is a wise course of any Head of a department to trust his technical officers and confine himself to administrative work and seeing that the suggestions of his technical advisers are carried out. The Head of the Sanitary Department seems to occupy a similar position to that of the Minister of Health at Home or of his Permanent Secretary. Neither the Minister of Health nor the Permanent Secretary are technical officers. The Minister of Health is a Member of Parliament and the Permanent Secretary is an old colleague of mine in the Colonial Office without any special knowledge of public health. If any adequate reasons are suggested for the proposed change so far as I have seen absolutely none whatever—I would be willing to consider them. The idea appears to be that the Department should have its own analyst and bacteriologist who ought to occupy their whole time with the analysis and bacteriological examination of the water supply of the Colony. I do not quite know what time these analyses occupy, but I think if we put it down at two days in a month we should be over-estimating. May I ask what this very expensive officer would do for the remaining 28 or 29 days? It is further suggested that this autocratic body is to give directions to all kinds of Departments as to what they are to do. If for example the Board considers that a certain nullah or pool is a breeding place for mosquitoes it is to say that the Public Works shall remove it. What is necessary is intimate co-operation between the Departments, in spite of the ridiculous statements made in the newspapers, and the almost equally ridiculous statements in the Sanitary Board as to what happens at present. I cannot accept the motion.

Hon. Mr. HOLT: It is not the first time in this Honourable Council that the honour of the unofficial members has been impugned. In most of the early part of the reply of the Colonial Secretary he was merely frivolous. That the unofficial members would bring to this Council a suggestion inspired by the Press is not worth serious consideration. In my remarks on the resolution I indicated that from the time the resolution of Dr. Koch was turned down in the Sanitary Board the unofficial members had this resolution under way. It was not inspired by the Press. Usually there is a division of opinion among the unofficial members but almost with a unanimity voice they have charged the Government with being unprepared in this matter. The matter has been seriously advocated by the unofficial members; it has been frivolously dealt with and I have nothing further to say but to press the motion.

H.E. THE GOVERNOR: I trust the hon. member was not referring to me when he said the subject was dealt with frivolously.

(Continued on page 7.)

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NEW ADVERTISEMENTS

GANDE, PRICE & CO., LTD.

NOTICE OF REMOVAL.

ON and After 1st SEPTEMBER, 1924. Our OFFICES will be at St. GEORGE'S BUILDING, 101, HONG STREET, GARDENS, adjoining CAFE WISEMAN. [1183]

ROYAL HONGKONG GOLF CLUB.

SUMMER MEETING.

THE above will be held (weather permitting) on SATURDAY and SUNDAY, 30th and 31st August. Particulars are posted on usual Notice Boards. By Order, E. D. MATTHEWS, Secretary, R.H.K.G.C. [1184]

HONGKONG CLUB.

NOTICE.

THE FOURTH YEARLY DRAWING of 20 DEBENTURES (1920 Issue—\$500 each) of the HONGKONG CLUB, Payable on TUESDAY, the 30th SEPTEMBER, 1924, will be held in the Club House at 11 o'clock a.m. on MONDAY, the 28th SEPTEMBER, 1924. Members of Debentures are invited to attend the Drawing. By Order, T. A. ROBERTSON, Lt.-Col., Secretary, Hongkong, 28th August, 1924. [1181]

CONSULAT-GENERAL DER NEDERLANDEN.

THE opening of the verjaardag van HARE MAJESTEIT DE KONINGIN, zal de Consul-Generaal gaarne den 30sten Augustus tusschen 11 en 12 uur des voormiddags ter Kamerling ontvingen. Asiatic Building, Hongkong, 29 Augustus, 1924. [1187]

CONSULATE-GENERAL FOR THE NETHERLANDS.

IN commemoration of the Birthday of HER MAJESTY THE QUEEN the Consul-General will be "At Home" at the Consulate on SATURDAY, the 30th August, between 11 a.m. and 12 Noon. Asiatic Building, Hongkong, 29th August, 1924. [1188]

HONGKONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the FIFTH EXTRA RACE MEETING to be held on SATURDAY, 1st and MONDAY, 4th SEPTEMBER, 1924 (weather permitting), may be obtained at the RACE OFFICE, HONGKONG CLUB and CAUSEWAY RAY STABLES. Entries Close on 27th September, 1924. [1185]

H.K.V.D.C.

A PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND on

FRIDAY, 26th SEPTEMBER, at 9.15 p.m.

ADMISSION—50 cents.

Details of Programme will be issued later. [1192]

OFFICES TO LET.

TO LET—OFFICES on Top Floor, No. 14, PEDDER STREET. For particulars, apply—

PROPERTY OFFICE, JARDINE, MATHESON & CO., LTD. [1196]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "GOTHIC PRINCE" having arrived from the above Port on 28th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 3rd September, 1924, at 10 a.m.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th September, 1924, will be subject to Rest.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST) LTD., 2nd Floor, King's Building, Connaught Road, Hongkong. Telephone No. 3165. Hongkong, 28th August, 1924. [1197]

NOTICE TO CONSIGNEES.

S.S. "HAY."

THIS Steamer having been detained at Whampoa and part of her Cargo being discharged by the Chinese Authorities, Consignees are requested to produce their Bills of Lading enabling us to notify those interested, that their Cargo has been wrongly discharged, so that they can look after their interests as the Ship is not being responsible for restraints of principle. N. V. CARL BODIKER & CO'S, HANDELSMAATSCHAP (LTD.), Agents, Rijkswaterstaat, Hamburg. [1185]

INTIMATIONS

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the above Examinations will commence on MONDAY, NOVEMBER 17th, 1924. Forms of Entry and copies of Regulations and Syllabus can be obtained on application to the Registrar.

Each Entry Form duly filled in, must reach the Registrar together with the Statutory Fee on or before the 15th SEPTEMBER, as follows—

Matriculation and Senior Local Examinations... \$15
Junior Local Examination... \$10

Candidates offering more than seven subjects in the Matriculation and Senior Local Examinations, and more than eight in the Junior Local Examination will be charged an Additional Fee of \$1 for each subject so offered.

The following Scholarships, further particulars of which can be obtained from the Registrar will be awarded on the Results of the Matriculation Examination—

- (1) Two King Edward VII. Scholarships of the value of £40 per annum each, open to British subjects only.
- (2) One President of China Scholarship of the value of £400 per annum, open to Chinese subjects only.
- (3) Two Prince Memorial Scholarships of the total value of £1,200 each, open to British boys of pure white descent.
- (4) One Hongkong Government Scholarship of the value of \$1,000 per annum, open to Candidates from all Hongkong Schools for Boys.
- (5) One Hongkong Government Scholarship of the value of \$1,000 per annum, open to Candidates from all Hongkong Schools for Girls.
- (6) Four Montagu French Prizes, two of \$50 and two of \$25.

Bound copies of Examination Papers, set at past Examinations can be obtained from the Registrar, Prior \$1. per set.

(Sd.) C. A. MIDDLETON SMITH, Acting Registrar. th August, 1924. [1183]

SHANGHAI MUNICIPAL COUNCIL.

SILVER LOAN 1924.

ISSUE OF DEBENTURES FOR SHANGHAI TARIFF 1,250,000.

THE SHANGHAI MUNICIPAL COUNCIL hereby invites Applications for Debentures in the SILVER LOAN of 1924.

RATE OF INTEREST—6 per cent. per annum, Payable on June 30th and December 31st in Each Year.

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REDEMPTION ON DECEMBER 31st, 1954, at par, under the operation of a Sinking Fund. The Debentures may, however, be Redeemed by the Council in whole or in part on DECEMBER 31st, 1934, or on any Subsequent Date, subject to the Council giving Six Calendar Months' Notice in the Municipal Gazette and Public Press of Shanghai. In the event of Partial Redemption of the Loan, the Numbers of Debentures to be Redeemed will be decided by Drawing.

SCRIP will be issued in Denominations of Shai. Tls. 5,000, Shai. Tls. 1,000, Shai. Tls. 500 and Shai. Tls. 100 to suit the convenience of Applicants.

APPLICATION FORMS can be obtained from the LOCAL OFFICE of the HONGKONG AND SHANGHAI BANKING CORPORATION or from the TREASURER and CONTROLLER, SHANGHAI MUNICIPAL COUNCIL, Administration Building, Shanghai, to whom all Enquiries should be addressed. [1053]

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NOTICE.

EX M.V. "GLENLUCE" ARRIVED 4/1/21.

H 8 No. 712/5 & 717—5 Bales Woollens.

H 8 No. 709/11 & 716—4 Cases Woollens.

WE beg to give Notice that the above mentioned Cargo will be sold by PUBLIC AUCTION to defray expenses unless Claimed before the 15th SEPTEMBER, 1924. JARDINE, MATHESON & CO., LTD., Agents, Hongkong, 27th August, 1924. [1183]

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Club will be held in the Board Room of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, SEPTEMBER 5th, 1924, at 5.30 p.m. for the purpose of confirming the Resolutions passed at an Extraordinary General Meeting held on 14th August.

By Order, C. B. BROWN, Secretary, Hongkong, August 28th, 1924. [1184]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN that AN INTERIM DIVIDEND has been Declared in respect of the Financial Year ending on the 31st December, 1924, and will be Paid on FRIDAY, the 29th AUGUST, 1924, as to Forty Cents (\$0.40) per Share on the Old Shares (Fully paid), Thirty-three Cents (\$0.33) per Share on Bonus Shares (Fully paid) Now 171,000 to 200,000, and Six Cents (\$0.06) per Share on the New Shares (1924 Issue) upon which \$2.50 per Share was paid up on the 15th March, 1924.

THE TRANSFER BOOKS of the Company will be CLOSED from the 8th to 29th AUGUST (both days inclusive).

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These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—12 hours.

The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting). The Company's Steam Launch will convey passengers from Paoan Anchorage to Foochow City, if required.

For further Particulars and Dates of Sailing, Apply—

DOUGLAS LARPAIK & Co., General Managers, Douglas Steamship Co., Ltd., Hongkong, 17th June, 1924. [908]

PUBLIC AUCTION.

THE Undersigned have received instructions To Sell by Public Auction on

TUESDAY, WEDNESDAY & THURSDAY, the 2nd, 3rd and 4th SEPTEMBER, 1924, at H.M. NAVAL YARD, Hongkong and at Kowloon Naval Depot, Commencing Each Day at 9.30 a.m. with an Interval from 12 Noon to 1.30 p.m.

"OLD AND SURPLUS NAVAL STORES," &c. Comprising—

Ironmongery, Dinghies, Whalers, Cutters, Gigs, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Carpets, Rugs, Mats, Pillows, Counterpane, Blankets, Sheets, Canvas, Tents, Rubber and Metallic Hoops, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Bags, Old Asbestos, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead, Zinc and Gun Metal, Copper and Brass Tubes, Coal Sacks, Wood and Iron Blocks, Lamps and Lanterns, Gauges, Steel Tubes, Old Steel Wire Rope, Mineral Oil, Bipping Chain, Chain Cable and Gear, Drilling Machines, Oil, Paint and Paint Ingredients, Lathes, Power Driven Saws, Planes and Cutter Engines, Saws, Compasses, Clocks, Iron Drums, Old Packing Cases, Dirty Lubricating Oil, Old Casks, Smith's Forges, Air Compressors, Masts and Spars, Table Fans, Boats Sails, &c., &c.

Lots may be Inspected on MONDAY, the 1st SEPTEMBER, 1924.

Also SALES of OLD AND SURPLUS VICTUALLING STORES

at Kowloon on FRIDAY, 5th SEPTEMBER, 1924. Comprising—

Table Linen, Implements, Serge, Flannel, &c., Remnants, Sundry Articles of Mess and Table Gear and Clothing (including Electro Plated Gear), Condensed Provisions for Poultry Feeding, &c.

Terms of Sale—As detailed in Catalogue. HUGHES & HUGHES, LTD., By Appointment Auctioneers to the Admiralty. Hongkong, 16th July, 1924. [1157]

TO-DAY.

at 2.30, 5.15, 7.15 & 9.15.

A different

Betty Compson

in a new role

As Gypsy Babbie in

Sir J. M. Barrie's

THE LITTLE

MINISTER

Baby Peggy in

"Stepping Stone."

THE CORONET.

INTIMATIONS

E

WHISKY

A Skilful blend of the finest matured Highland Whiskies. A happy result of long years of experience in distilling and blending; with a fine flavour that cannot fail to assure appreciation from the most discriminating palate.

BOTTLED IN SCOTLAND.

SOLE AGENTS:

A. S. WATSON & CO. LTD.

Wine and Spirit Merchants.

ESTABLISHED 83 YEARS.

BIRTH.

TAYLOR—At the Peak Hospital, on August 28th, to Mr. and Mrs. J. C. TAYLOR, a son. [1200]

Hongkong Office: 14, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 29th, 1924.

THE NEW ERA.

THERE was an interesting discussion in the House of Lords last month on the subject of European Armaments and the Treaty of Mutual Guarantees which has been propounded by the League of Nations and recently damned by a letter written by the British Prime Minister.

According to Viscount Grey this letter meant that "one more attempt to promote security in Europe had been met with a refusal from the British Government." Viscount Grey is appalled at the prospect of armaments being again piled up, and asked if the Dominions could not be sounded as to whether they would be prepared to engage along with other Powers to use all their strength in the event of a future dispute on behalf of the League of Nations. He realised that the British people are very suspicious of undertaking any engagement which might require the intervention of this country by force. But he is convinced that if we are to continue a policy of isolation and drift we may be involved in an even greater war than the last. Lord PARMOOR, the Lord President of the Council, was vague over any Government, but hinted at a conference to consider disarmament.

There must, however, be no question, he said, of taking any action without the consent of the Dominions. This was one of the stumbling blocks in the way of the Treaty of Mutual Assistance. The Dominions would not have it at any price. Every one of them has expressed its opposition to the Treaty, with the exception of the Irish Free State, which has delayed a definite decision. Lord PARMOOR angered Lord Cecil by his analysis of the draft treaty. It would mean, he declared, that every nation would have to put a certain proportion

of its forces at the call of the League of Nations, in order to be able to punish an aggressor. That in itself would mean an increase in armaments. According to the experts, it would also be necessary to have a prearranged military plan of action, which even they said was impracticable. Such a plan, said Lord PARMOOR, put aside all spirit of good will and neighbourliness. The whole treaty was based on the theory that there must be force before there could be friendliness. That was going directly against the whole spirit of the League of Nations. Lord Cecil, who was largely responsible for this draft Treaty of Mutual Guarantees, though he assigns the credit to the French, was apparently dumbfounded by the criticism of it by Lord PARMOOR. He was amazed at the idea that the suggested Treaty could bring about an increase of armaments when its whole spirit, he pointed out, was to reduce them. He admitted that the attitude of the Dominions was a serious difficulty but said it is one which would have to be faced and he reproached the Government with dropping the proposed treaty so hurriedly, especially since they had no policy to take its place. Lord Cecil found no support from his relative, Lord BALFOUR, who while describing himself as "an ardent and hopeful advocate of the League," expressed agreement with the Government view that the proposed Treaty "divides the world into continents" with the resulting possibility that Great Britain could be at war while members of the British Empire on other Continents were to remain neutral, neither contributing to the result or sharing the burden. "The British Empire," he said, "goes together or it ceases to go at all." He described the British Empire as "of all the conceivable unifications of free and independent communities, the most important, the most powerful and the most committed to a policy of peace," and his contention was that anything which runs in any sense across that arrangement must be extremely inimical to the highest interests of the League of Nations. This is not the first time that Lord BALFOUR has advanced this fatal objection to the draft Treaty and the only answer given to it is a plea for more propaganda in the interests of the Treaty. Lord BALFOUR is by no means as pessimistic as Lord Grey about the future. He is a great believer in the League of Nations, which, he claims, has produced a spirit among nations which did not previously exist, and he firmly believes, in view of what it has already accomplished, that it will succeed in settling all, or nearly all, the troubles which disturb the peace of the world. The Poet has long dreamt of a time when:

The common-sense of most shall hold a

treble world to awe

And the kindly earth shall slumber, lapt in universal law.

When experienced statesmen share the dream we can surely begin to entertain some hope.

The following telegram has now been received by the Government from His Britannic Majesty's Consul-General, Batavia: "My telegram 23rd August, Hongkong, declared free from infection of small-pox."

Mr. T. Honda, the lawn-tennis champion of the Colony, who has returned from Europe, is to be the guest of honour at a tennis party at the Mitsui Bussan Kaisha Mess, Minden Road, Kowloon, on Saturday afternoon.

At 7 a.m. yesterday, three men, one armed with a revolver and one with a dagger, held up and robbed the inmates of a house in Nanking Street, Yaumati, and took away \$200 in Hongkong notes and jewellery valued at about \$1,000.

The Report of the Police Magistrates for the year 1923 was laid on the table of the Legislative Council yesterday. The number of cases which came before the Magistrates was 21,811 as compared with 18,221 in 1922, and the revenue was \$184,026.15 as compared with \$169,928.50. The list of offences shows that there were over 2,000 cases under the Licensing Ordinance, nearly as many under the Opium Ordinance, and about 6,000 under the Vehicles and Traffic Regulation Ordinance.

THE CANTON STRIKE.

STRONG MEASURES BY LOCAL GOVERNMENT REPORTED.

According to the Canton Gazette, the Canton Government have decided on bold measures to deal with the situation arising out of the strike in the locality.

Yesterday's issue contained the following announcement:—

"The Government's military measures will come into operation after 12 noon to-day. All shops which have not opened up for business then will be severely dealt with."

On Wednesday, our contemporary says, there was a general improvement in the strike situation and most of the shops in the ordinary business localities, excepting the maloo and the Saikwan, opened to business.

The report in the Canton Gazette proceeds:—"Numerous reports of intimidation by the secret agents of the seditionists Chan Lim Pak gang having reached the Police authorities, the Government has decided to put into operation preliminary military measures which shall effectually deal with the out and out supporters of the Chan Lim Pak gang."

Scattered as they are in the Saikwan district, they have served to intimidate the peaceable shop owners. The responsible business leaders in the city having confirmed the existence of intimidation and secret threats of reprisals, the Government has decided to lose no more time in asserting its authority. The Saikwan (Western ward) wherein the secret emissaries and agents of the seditionists gang have been harbouring will be dealt with to-day.

It is, of course, an easy matter to deal with the shops in the maloo, and the readiness of the shop and store owners to abide by the Government's orders has been clearly indicated. Only the Saikwan district needs to be cleared, and after that is done there will be no further question of a general strike which continues only because intimidation has been rife.

The situation generally, was quiet on Wednesday, according to the sub-journal, in which a further report reads:—"The place has been very peaceful although rumours of all sorts were still in circulation. The Commander-in-Chief of the Hunanese Army has been entrusted by the Generalissimo with the task to guard the city according to vernacular reports. Gendarmes from the Cantonese Army Headquarters are added to the large number of soldiers and armed police that are making regular patrols."

"Volunteer Army of farmers has been organized. This army consists of twenty troops each of which are composed of two hundred volunteers. The newly organized troops were reviewed by their Commandant, Mr. Choi Shing Chung, on Wing Lion Maloo yesterday."

BATTLED THROUGH THE TYPHOON.

EXPERIENCE OF THE S.S. "CHUNG HING."

CARGO OF PIGS THROWN OVERBOARD.

OVERBOARD.

The s.s. *Chung Hing*, a small Chinese cargo ship, sailing under the Chilean flag, had a very trying experience during the typhoon of last Sunday.

The vessel left Kwang Chow Wan on Friday at 4.15 p.m. and at 5 a.m. on the following day the ship encountered the typhoon, and was in grave danger of going to the bottom. Things became so bad that it was decided to throw the deck cargo overboard. This was carried out at 8.45 a.m. when 150 pigs were heaved over the side.

The ship battled her way through the terrific storm and eventually reached Cheuk Chau where she anchored for four hours, later continuing her journey to Hongkong after the storm had passed. No damage was done to the ship.

NO SALE.

VICTORIA ROAD PROPERTY WITHDRAWN.

A building lot, of 31,350 square feet, on the Victoria Road, near the Villa Miramere, was put up for auction at Messrs. Lamert's salesroom yesterday.

Bidding only reached \$12,400, however, and the lot was accordingly withdrawn.

CORRESPONDENCE.

NETHERLANDS INDIES QUARANTINE MEASURES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR—With reference to the report in the local newspapers to the effect that the "Netherlands East Indies Authorities have declared Hongkong infected with small-pox," I have the honour to inform you that the Netherlands Indian Government has revoked its quarantine measures against Hongkong on account of small-pox immediately after their promulgation.

The quarantine measures had been erroneously taken and my presumption is that they were due to the mutilation of my telegram to the Netherlands Indian Government in respect of the Hongkong Quarantine measures against the Netherlands Indies on account of the prevalence of small-pox there.

M. J. QUIST, Consul-General, Hongkong, August 28th, 1924.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

LONDON AGREEMENT.

TO BE SIGNED IN LONDON ON SATURDAY.

LONDON, August 28th.
According to present arrangements the Pact of London will be signed at the Foreign Office at noon on Saturday. Sir Eyre Crowe will sign on behalf of Britain while the Allies and Germany will be represented by their respective Ambassadors and Ministers.

It is understood that the German Government has signified its intention of signing even if the Reichstag fails to pass the legislation involved by the necessary two-thirds majority.

DAWES BILLS IN THE REICHSTAG.

BERLIN, August 28th.
The Bill ratifying the Pact of London passed a second reading by the Reichstag by 248 votes to 175. Various bills carrying out the Dawes plan, except the Railway Bill, were also read a second time by similar majority, the extreme nationalists and communists alone opposing the Railway Bill, involving the amendment of the Constitution. This requires a two-thirds majority, which was not obtained.

A decisive division is expected to-day or to-morrow when the Reichstag votes on the eight Dawes Bills, together with the covering bill authorising the signature of the London Agreement as a whole. A two-thirds majority will then be required.

JAPAN TO SIGN.

TOKYO, August 28th.
The Cabinet has instructed Baron Hayashi to sign the London Agreement for Japan.

EARLIER CABLES.

DISSENSION IN REICHSTAG.

BERLIN, August 27th.
It is officially announced that the Reichstag will be dissolved in the event of a rejection of the London Pact, which, however, will be signed in any case by the Government on August 30th.

There was a free fight this morning in the Reichstag between the Communists and Democrats. One of the latter was struck in the face by a Communist, and this led to a general melee. A tremendous uproar ensued, in which the public joined with expressions of disgust. The President vainly tried to restore order, and finally left. The House suspended its sitting for a short time.

LATER.

There was an exciting sequel to this morning's disturbance in the Reichstag, on the resumption of the sitting. The President, Herr Wallraff, ordered the suspension of three Communists, but the latter declined to depart. Herr Wallraff then dramatically ordered the clearance of the public galleries, while the recalcitrants were forcibly ejected. Twenty-five detectives trooped into the Chamber and were greeted with violent laughter and singing of the "Internationale" by the Communists. The culprits finally departed peacefully. The Dawes Bills were then read a second time, but the decisive reading was postponed until August 29th, when very close voting is clearly fore-shadowed.

FRENCH SENATE'S APPROVAL.

PARIS, August 27th.
The Senate discussed the London agreement and passed a vote of confidence by 204 to 40.

THE LEAGUE AND OPIUM.

FIVE SCHEMES FOR CONTROL.

LONDON, August 27th.
A meeting of the League of Nations Advisory Committee on the Opium Traffic, at Geneva, dealing with the programme for a world conference on drug control in November, considered five schemes submitted by Britain, the United States, France, the Netherlands and the League Council, respectively; and finally Holland acquiesced, in an agreement reached by Britain and the United States, after which the other countries concurred, but the French representative declined to accept the scheme as a draft agreement, reserving the right to oppose it when it comes before the League Assembly shortly.

The scheme contains two main points, which America considers essential, firstly that each country shall state its medicinal and scientific requirements in opium, and secondly that there be restriction of production within the limits of these requirements and the establishment of a central board to apply this principle throughout the opium producing and consuming countries.

Sir John Jordan on behalf of Britain submitted a suggestion that the quantity of Indian opium exported to the States regulating opium-smoking should be reduced by ten per cent. each year for a decade, and the Governments of Japan and Siam and the Powers with possessions in the Far East should be requested to reduce their consumption of opium at the same rate; but this suggestion was opposed by Mr. Campbell on behalf of India, so does not appear as a resolution.

LATEST CABLES.

CAPT. DOISY RETURNS TO FRANCE.

PARIS, August 28th.
M. Doumergue received and greeted Capt. Pelletier Doisy and Lieut. Bezin—Havas.

FLYING RECORD BROKEN.

PARIS, August 28th.
The French aviator, Lieut. La Porte, broke the world altitude record in a hydroplane with a load of 500 kilograms. He reached 5,100 metres. La Porte is going to China as flying instructor at Mukden.—Havas.

EARLIER CABLES.

GOVERNOR OF NEW ZEALAND.

GENERAL SIR C. FERGUSSON.

LONDON, August 27th.
General Sir Charles Fergusson, Bart., succeeds Admiral Lord Jellicoe as Governor of New Zealand.

[General Sir C. Fergusson the seventh Baronet of Kilkerran, Ayrshire, (created 1703) was educated at Eton and Sandhurst, and joined the Grenadier Guards in 1883. He later joined the Egyptian Army, saw service throughout the Sudan Campaigns, and served in the Great War.]

BENGAL COUNCIL TROUBLES.

SWARAJISTS' ATTITUDE.

CALCUTTA, August 27th.
The President of the Bengal Legislative Council has announced the prorogation of Council sine die. The Swarajists greeted this announcement with prolonged cheering. A communique explains that the prorogation is logical in consequence of yesterday's proceedings. Lord Lytton henceforth assumes charge of the transferred departments, the Ministers of which have resigned. The communique adds that until the constitution be restored, the Council will only be summoned when required to transact Government business.

THE WORLD'S SPORT.

HOME CRICKET.

SOMERSET VS. AFRICA.

LONDON, August 27th.
The match between Somerset and the South Africans opened at Taunton in fine weather on an easy wicket. Somerset scored 208 (McBryan 50) Blakenberg 6 for 78.

The South Africans compiled 140 for 4 (Catterall 87, not out).

BRITISH RUGBY TOUR.

WIN FOR PRETORIA.

PRETORIA, August 27th.
Pretoria beat the British rugby team by 6 points to nil.

WEMBLEY IN 1925.

DOMINIONS ASKED TO ENDORSE THE SUGGESTION.

LONDON, August 27th.
Reuter learns that the Dominion Governments have been asked to reconsider their decisions against the re-opening of the Wembley Exhibition in 1925.

BRITISH IN COLOGNE.

NO NEW R. E. WORKS.

COLOGNE, August 27th.
It is announced that the War Office has ordered the suspension of all new works performed by the Royal Engineers in connection with military requirements, except emergency repairs.

LATEST CABLES.

OBITUARY.

NOTED PHYSIOLOGIST.

LONDON, August 28th.
Sir William Bayliss is dead. [Sir William Maddock Bayliss, M.A., D.Sc., was a physiologist of world repute.]

EARLIER CABLES.

(REUTER'S AMERICAN SERVICE.)

AMBASSADORIAL APPOINTMENTS.

JAPAN AND MEXICO.

PLYMOUTH (VERMONT), August 27th.
It is announced that President Coolidge has appointed the lawyer, Mr. Bancroft, to be the new Ambassador to Japan.

Mr. James R. Sheffield is appointed Ambassador to Mexico.

U.S. INTERESTS IN BOLIVIA.

TIN AND RAIL PURCHASES.

WASHINGTON, August 27th.
American interests have purchased the Bolivian tin mines of Lallagua and Uncia, and also the Machaca-Marcu-Union railway, for \$27,000,000 dollars.

The former properties are said to produce fifty per cent. of the Bolivian tin output.

BRAZIL REVOLT ENDED.

NEW YORK, August 27th.
The Brazilian Consulate announces that the rebellion in Amazonas has ended by the rebels surrendering.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

JAPANESE COTTON MILL DESTROYED.

SHANGHAI, August 28th.
The godown of the Mingsun Cotton Mill, a Japanese concern, was destroyed by fire late last night. The damage is estimated at Tls. \$3,000.

[BY COURTESY OF THE "DAILY BULLETIN."]

WAR RUMOURS.

TROOP MOVEMENTS DISLOCATE RAIL TRAFFIC.

SHANGHAI, August 27th.
There was a scene of great animation at the Shanghai-Nanking Railway Station to-day, which was packed with intending passengers. All the station entrances and exits were guarded by military, who are in virtual control. No-one was allowed to use the telephones on the station without permission of the military. The Peking mail train arrived three hours late this morning, due to the derangement of the traffic service, owing to the movement of troops. The morning express to Peking did not leave owing to the uncertainty in the situation, but it is expected to leave to-morrow. Tickets are being sold for the Peking night mail train, which leaves at 11.30 to-night, and according to a European Traffic Inspector this train will duly leave. The line is not cut, and there is through connection with Peking.

This is the situation at the moment, but it is liable to change in accordance with military developments.

NATIONAL ANTI-OPIMUM ASSOCIATION.

SHANGHAI ORGANISATION.

SHANGHAI, August 27th.
A National Anti-Opium Association has been formed in Shanghai, consisting of more than 30 organisations, such as the General Chamber of Commerce, Chinese Red Cross, National Committee of the Y.M.C.A., China Medical Association, National Christian Council, etc., aiming to support the Geneva Conference and to devise some efficient scheme to suppress the opium traffic and the planting of the poppy.

Tsai Yuen-pei, Chancellor of the Peking University, Dr. Wu Lien-teh and Mr. T. Z. Koo were elected to serve as representatives at the Geneva Opium Conference to be held in November.

A manifesto has been sent to 1,700 cities and towns appointing September 25th as a National Anti-Opium Day.

ECHO OF JAPANESE ELECTIONS.

BUSINESSMEN CONVICTED OF VIOLATING LAW.

NAGASAKI, August 27th.
Over 20 businessmen of Osaka who had been under preliminary examination were found guilty of having violated the Election Law.

They were charged with paying wages to canvassers during the General Election in May.

HURRICANE SWEEPS ATLANTIC SEABOARD.

WHITE STAR PASSENGERS INJURED.

PORTO RICO, August 27th.
The White Star liner *Arabic*, arriving in a few hours from Hamburg, has wireless requesting eight ambulances to be prepared for passengers injured when a hurricane struck and damaged the vessel last night.

VESSELS RUSH FOR NEW YORK HARBOUR.

NEW YORK, August 28th.

A terrible experience in a tropical hurricane is reported by the liner arriving with 52 injured aboard, seven of which have been sent to hospital. The captain states that a huge wave struck the starboard shaft of the bridge and threw a hundred screaming women, men and children in a heap into a corner of the main lounge, mixed with articles of furniture, paintings, tapestries, chunks of glass from broken portholes, etc. The flood rushed over the deck, crushing the lifeboats and twisting the stanchions, virtually filling every cabin on the two upper decks. A semi-panic reigned. While the storm was at its height it is stated that rough treatment was required to quieten some of the male immigrants.

The White Star *Hannover* was also caught in the storm, had eight injured and suffered damage to her superstructure.

The *Georgie Verdi* escaped with several smashed lifeboats and portholes. The hurricane of mountainous seas swept the Atlantic seaboard, driving ships to shelter into New York harbour, which was crowded with vessels.

OCEAN-GOING JUNK WRECKED.

NORWEGIAN SEAMAN'S HEROISM.

LONDON, August 28th.
A message from Halifax says that the former Shanghai junk in which Judge Wells and others are voyaging from Bergen to New York was wrecked in a hurricane off Canada. All were rescued owing to the heroism of a Norwegian seaman swimming the breakers and climbing on a bluff with a line. The vessel was smashed to pieces.

CANTON NEWS.

(FROM OUR CHINESE CORRESPONDENT.)

THE SEIZED ARMS.

CANTONSESE TROOPS RESCUE DETAINED VOLUNTEER OFFICER.

Latest reports regarding the arms situation in Canton make it appear that Dr. Sun Yat-sen will have to again break his faith on the question of release. Dr. Sun, through Dr. C. C. Wu, his Secretary of Foreign Affairs, assured a committee of prominent Canton citizens that he would return the arms on certain conditions on August 25th. But since then, a part of the arms has been in turn seized by his mercenaries whom he is powerless to control. At the same time, General Hsu Chung-han, managing-director of the Canton-Hankow Railroad, Kwangtung Section, who has been held by Dr. Sun for his connection with the Merchant Volunteer Corps since August 14th, was rescued from the General Headquarters on the evening of August 26th by a squad of Cantonese troops. Dr. Sun's bodyguards refusing to interfere on behalf of their chief.

An officer of the Canton Volunteer Corps, when questioned on the matter of the arms dispute, emphasized that the present break between Dr. Sun Yat-sen and his people is a protest against further military situation, he said, he will withdraw further delay to the demands of the people; the return of the arms without condition, withdrawal of opposition to the amalgamation of the people's volunteers, and the restoration of the liberty and property of the volunteer leaders whom he has accused of intriguing against him.

OVERSEAS CHINESE.

The overseas Chinese, on whom Dr. Sun Yat-sen once depended wholly for his financial support in his revolutionary schemes, are now with the people in the arms dispute. Among the messages received by Dr. Sun Yat-sen regarding the issue during the last few days was one from the Chinese in North Borneo. They asked Dr. Sun to release the arms and ammunitions for the import of which the Canton Merchants Volunteer Corps have taken out all necessary legal permits. The overseas Chinese considered that, by first issuing a permit and then seizing the consignment, the Government has lost every faith it otherwise deserves.

GROWTH OF PEOPLE'S MOVEMENT.

The strength of the people's movement in Kwangtung is not confined in Canton City proper, the activities of the people's representatives throughout the districts appearing strong. In Kongmoon, a port for five important districts in Kwangtung, the merchants are going to stand by the people's demand that the Government shall not oppose the amalgamation of the volunteers of the province. By a mutual arrangement between the regular troops, there and the merchants, the people's volunteers will not molest the regulars, while the regulars must let the volunteers have a free hand. Since August 22nd, no regular tow-boat service between Canton and Kongmoon has been in operation and should the Canton merchants suffer any injustice from the hands of Dr. Sun, the Kongmoon merchants will come to their rescue. A fine of \$500 will be exacted from every boat daily for failing to support the cause of the people.

In Canton the merchants do not mind the orders to reopen their shops or suffer the consequences of having their premises occupied by troops. So far the Kuomintang Government of Dr. Sun has failed to carry out its threat, while the people in Canton are not unprepared for what may be expected under the present circumstances.

THEFT FROM BARRACKS.

GAOL FOR MAN WHO STOLE EMPTY GHEE-TINS.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, a Chinese was charged with the theft of five empty ghee-tins from the Military Barracks at Whitfield Barracks. Det. Sgt. Durling said that the tins were the property of Messrs. Arcelli and Son, military contractors, of Austin Road, by whom the defendant was at one time employed. Defendant was stopped by a policeman while carrying the things along Austin Road.

His Worship passed sentence of 14 days' hard labour.

PORT OF OSAKA.

CLAIM TO PREMIER PLACE IN JAPANESE.

Now that Yokohama has lost its position as the premier port since the great earthquake, Osaka takes the foremost place as the port handling the largest quantities of cargo for export and import, says the *Jiji*. The Osaka Journal makes this statement on the strength of a list compiled by the Engineering Bureau of the Home Office of 101 harbours of Japan. According to this list, the aggregate tonnage of exports and imports handled by the port of Osaka a year amounts to 9,706,000 tons, or 1,200,000 tons more than the figures for Kobe. As compared with Nagoya and Moji, Osaka's figures are about three times as large. The value of these imports and exports is put at ¥2,435,010,000, which shows an excess of ¥225,000,000 over Kobe. The Osaka Journal hopes that these figures will be considerably increased in the event of the completion of the projected seaport railway and also of the harbour construction scheme.

HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 5.)

Hon. COLONIAL SECRETARY: I trust he was not referring to me as I argued the matter rather fully.

Hon. Mr. HOLYOAK's reply was inaudible at the Press table.

OPIMUM AMENDMENT ORDINANCE.

SHIPPING AND SMOGGING.

The ATTORNEY GENERAL moved the second reading of the Bill intitled An Ordinance to amend the Opium Ordinance.

The COLONIAL SECRETARY seconded.

Hon. Mr. ALABASTER: I should like, Sir, to say something about section 5. This section amends section 21 (3) of the Ordinance of last year, apparently at the request of the Chamber of Commerce but as it does not appear to me that the amendment effects any change whatever in the meaning of the section I can only suppose that the Chamber of Commerce think that they are having it removed by the amendment which they obtained. So we have to delve a little further into the Ordinance. Section 21 is remarkable in two ways. It not only departs from the usual rule of the common law which calls upon prosecutors to prove their case, but it required that owners of ships should prove a negative which in most cases is absolutely impossible.

Having read the sections in order to compare them the hon. member proceeded to say: What I think the Chamber objected to was the last part of the subsection which threw on the owners of ships the onus of proving that none of the crew were implicated—a thing it is quite impossible to do in many cases where opium is found on board in the actual possession of nobody. Nor can the owners take proper disciplinary measures against the crew in the circumstances. I would like to ask the Government if they will consent at the proper time when the Bill is in Committee, to a small amendment which will relieve the owners of the hardship of which they complain—of the necessity for proving a negative, and leave them with the onus of proving to the satisfaction of the Magistrate that they have taken every reasonable precaution to prevent the ship being used for the smuggling of opium.

The ATTORNEY GENERAL: I would move, Sir, that this proposed amendment be not accepted. The hon. member has reminded us that the proposal to amend section 21, which is embodied in Clause 5 of the Bill, was the result of an agreement with the Chamber of Commerce, arrived at after considerable discussion and contemplation. It is true it is not anything like as much as the Chamber of Commerce asked for originally, but I think it effected a certain change in the section in what can be called its orientation, both as regards the onus of proof and the degree of proof required. It is true, Sir, that section 21 of the Opium Ordinance is legislation of a very drastic and unusual character, but opium smuggling is a practice so widespread and so serious and so lucrative that it requires very stringent measures to fight it. It is not only this Colony that has found it necessary to adopt legislation of this kind. The Straits Settlements Opium Ordinance of 1909 contains a section almost exactly similar in terms, and I understand that at least one foreign Power has legislation that makes the ship liable to be fined for smuggling opium even where no guilty knowledge on the part of the owners is proved. The evil is an exceptional one and the remedy is admittedly exceptional also. I would like to remind hon. members that the section is administered with discretion. Speaking generally, it is not enforced except in cases where there is good reason to believe, or suspect, that the owners have failed to carry out all reasonable precautions. I do not quite understand the position of the hon. member who has just spoken. He seems to be in a certain difficulty. His proposal is that the section should read that it should be sufficient for the owners to prove to the Magistrate that they took precautions to ensure that the crew should not be implicated. He also said that no disciplinary measures are possible which could ensure that result. It is admittedly a difficult task. The section has never been put into action except where there was reason to believe shipowners had not done all that they could reasonably do in the matter. This Ordinance must be passed speedily, especially as clause 6 in the Bill represents an agreement arrived at six months ago. I do not think the Government ought to accept this amendment, which will affect the Bill considerably at this eleventh hour. The policy of His Majesty's Government is that opium smuggling should be suppressed rigorously as far as possible, and I think, Sir, it is doubtful if His Majesty's Government would view with favour a relaxation of the present law against smuggling.

H.E. THE GOVERNOR: I think I may say at once it is not only improbable but absolutely certain that it would not. If we were to include in this ordinance the amendment suggested by the hon. member, the result would be that the law would be disallowed. His Majesty's Government have for the past few months been directing my special attention to the disorder brought upon the British name by the fact that so much smuggling takes place in vessels under the British flag, and I think it is the duty of shipowners of this Colony to see that they do their part to get rid of this scandal on the flag.

(Continued on next column.)

CHANG TSO-LIN.

A JAPANESE ATTACK.

The *Kokumin* reports that Japan's position in Manchuria is growing weaker and weaker, and it ascribes this largely to the unfriendly attitude of General Chang Tso-lin towards Japan. The position of Japan in Manchuria must always claim the earnest attention of the Japanese people, the Tokyo paper says, and it is regrettable to note that the general situation in that region has lately been developing a phase decidedly unfavourable to Japan. Notwithstanding the fact that General Chang Tso-lin owes his present position to the help given him by Japan directly or indirectly, his general attitude towards Japan has not been friendly of late. It is true that he still makes believe that he is friendly disposed towards Japan, but this is simply because he looks to Japan for help in the event of his collision with General Wu Pei-fu, his formidable rival. Should the influence of General Wu wane, as should a *rapprochement* be brought about between them, General Chang's attitude towards Japan would become more boldly hostile. Even at present he is bent upon putting spokes in Japan's wheels in Manchuria. His stout opposition to Japan's plan to make slight changes in the position of the Fushun railway station and in the route of the railway line in connection with the extension of the Fushun colliery area, is one example of antagonism on the part of the railway zone, and even from Port Arthur and Dairen, and Japanese houses are now being built by Chinese carpenters. Land leases are provided for in the Sino-Japanese treaty, but it is a dead letter, to all intents and purposes. The awakening of the Chinese people in Manchuria is another factor which must be taken into careful consideration. The view is gaining force, says the *Kokumin*, in conclusion, that unless this unfavourable turn of affairs in Manchuria is deeply considered and appropriate measures are devised to meet it, Japan may lose her advantageous position in Manchuria for ever.

THE PROTOCOL OF 1901.

CHINESE NEWS AGENCIES TO SUSPEND PUBLICATION.

A PROPAGANDA STUNT.

A group of Chinese news agencies have started a movement to suspend publication on September 7th, the anniversary of the signing of the Protocol of 1901, in an attempt to draw public attention to the desirability of having the protocol abolished.

This circular which was signed by the Kuo Wen Agency, Ta Lu Agency, Yi Chih Agency and others, reads: On September 7th, 1901, a protocol was signed by the Chinese Government under the force of the united powers. The day has been suggested by members of Parliament as a National Humiliation Day for China.

Since many of our countrymen have started a movement to abolish this unreasonable and unequal treaty, we, the journalists, as representatives of public opinion, should exhibit, therefore, in order in memorialize past humiliations and to impress them on the minds in the future, it is suggested that beginning with this year, all newspaper offices and news agencies throughout the country, declare a holiday on September 7th. News agencies would not issue services on the 7th and the papers would not appear on the 8th.

The statement then asks the paper and agencies to signify their intention to join the movement and to make a public announcement in the papers for several days, thereby giving as much publicity to the movement as possible since it is directed against foreigners.—*Crunchy Mei*.

British name. If the matter had been raised earlier I would have wished to think the matter over further to see exactly what is the meaning of the amendment. If the Chamber of Commerce wish to review the matter I shall be glad to discuss the matter with them. I myself will not agree to the passing of an ordinance which weakens the control in any way without first ascertaining from His Majesty's Government that they are prepared to agree to it. I should like to know the ideas of shipowners as to what represents proper precautions by ships' officers that are really adequate. There have been cases in which it has been proved before the magistrate that adequate precautions had been taken, but upon the slightest investigation it was seen that these precautions were not adequate, if they took any precautions at all, and this requirement of the law was about as useful as the regulations about fire in the market. His Excellency was understood to say that it was known that certain officers are smugglers but he did not intend that anything he had said would be understood to reflect on the great body of men of the British mercantile marine. There are black sheep in every flock and of certain officers of ships on the China Station, I may say that in information from smugglers in England there was a code word for "Captain has been squared."

The Bill was read a second time, went into Committee and passed through without amendment, and was then read a third time and passed into law accordingly.

THE ADJOURNMENT.

H.E. THE GOVERNOR: The Council adjourns till September 11th.

FINANCE COMMITTEE.

A meeting of the Finance Committee was afterwards held under the presidency of the Colonial Secretary.

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All Claims against the Steamer must be presented to the Underwriter on or before 13th September, or they will not be recognized.

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No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 22nd August, 1924. [1170]

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All Claims against the Steamer must be presented to the Underwriter on or before the 8th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

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Hongkong, 22nd August, 1924. [1175]

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All Goods remaining undelivered after the 29th August, 1924, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 27th August, 1924.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within two weeks of the Steamer's arrival here, after which date they will not be recognized.

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TIPPING.

A PERNICIOUS CUSTOM.

John Blunt, writes in the *Daily Mail*: Although a conference of Swiss hotel-keepers and workers has decided that the time is not yet ripe for the abolition of the tipping system, nevertheless it is a sign of grace that such a conference should have been held, and one may hope that I confess I do not feel very optimistic—that it is the beginning of the end of a pernicious custom.

I do not so much object to the type of tipping, current in some foreign countries, which Switzerland is now going to adopt, that consists of adding a percentage to the bill for the benefit of the employees—though why the visitor should be mulcted for the benefit of other people's employees I don't quite understand—because that puts everyone on the same footing, prevents favoritism, and lets the visitor know exactly how he stands; but I do strongly object to the kind of blackmailing and parasitic atmosphere where the tipping system as engendered on all sides.

BRIBERY FOR COMFORT.

Of course, people ought to be paid properly for their work, but they ought to be paid by the people in whose employ they are, and their scale of wages ought not to be reckoned on the basis of other people being morally compelled to help out the employee. It is unpleasant to think that wherever one goes one's comfort is dependent on a graduated scale of bribery—for that is what it amounts to.

The whole thing of not only thoroughly bad for the national character, but it is also utterly illogical. Rich men, by a mere careless expenditure, set a standard of tipping which is a severe drain on poorer men. And yet if one wants to avoid black looks and to obtain proper service one often has to tip at a rate altogether disproportionate to the value received. The system has reached a stage where it is devoid of common sense, and where almost anybody may expect a tip at any moment.

Again, it is thoroughly illogical in another direction. Why should we have to tip for certain services and not for others? If we don't have to tip the man in a barber's shop who sells us a bottle of hair lotion why should we have to tip the man in the same shop who cuts our hair? There is no real sense about it. A woman will spend an hour in a hat shop, giving the assistant endless trouble, and the assistance gets nothing. The same woman will employ a porter for two minutes, and the porter gets a tip.

IDiotic CONVENTION.

About tipping we are the slaves of an idiotic convention, and only a firmly expressed public opinion will ever alter the custom. It is true that one often genuinely wants to reward someone who has really done something for one, but that ought to be one's own personal concern, and it ought not to be forced upon one by convention.

The tipping system has, indeed, to a large extent killed the charm of doing kindly and generous actions. And it has also gone a considerable way to kill the old-time independent dignity of the Englishman. It has helped to make the relations between the classes mechanical and inhuman.

We all agree that the labourer is worthy of his hire, but if some ostentatious war-profiters tip him on a scale which makes him think himself worthy of several times his hire he soon becomes worthy of nothing at all. The system is profoundly demoralising and should be done away with.

ON GROWING YOUNG.

To say of an ageing man that he grows young, again, is to pay him rich tribute, to say it of an old woman is to cast all our flowers at her feet. Clearly it is not true of his appearance; if, on the strength of the compliment, he should hurry off to his tailor's, he would seem a fool in his misunderstanding. Nor is it a reference to her complexion; if it tempted her to a sudden lipstick, the world would justly despise her. It is, in short, a saying without truth or meaning, unless it be one of character. Then there can be no higher praise than that which it gives.

How rarely that praise is deserved anyone may see who reckons up his old acquaintance. Men as their years advance often become wiser, slower to prejudice, more balanced in judgment; they are mellowing, we say, and admire them for it. Many women near the sixties acquire a new beauty: half knowledge and half a sad content, which also we may honour. But to those few who do indeed grow young again, something more is owing than admiration or sentimental honours. Whatever their outward life has been—and if we search we find that very seldom has it been smooth or without some tragic colour—they have had the power, lacking in others, to preserve deep within themselves a withdrawing place that has been safe from contamination. It has been for them like a secret room. What has happened elsewhere in the house has made no difference to it. Though they have been ambitious or proud or disappointed, from this place disappointment, pride, and ambition have been shut off; though they have travelled—sometimes so far and so perilously—they have forgotten their possession—the room has always been there for their return. When, in old age, they have done their travels and the containing house has grown calm, they are able at last to move to withdraw into the room, but to grow old from it. The window commands a view wider than all their travelling; it must be very like the window from which all of us look out when we are children but most of us afterwards forget. Those who preserve, at the end of their days, take their

(Continued at foot of next column.)

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BILLS OF LADING.

JAPANESE COMPANIES' ATTITUDE.

The issue of bills of lading before cargoes are loaded will be continued, so far as the Japanese shipping companies are concerned, reports the *Chungking*. The question has been carefully studied on their part, and the decision has been arrived at, under which they propose to furnish the documents where the following conditions are observed.

Cargoes should be in the hands of the forwarder prior to the issue of the bill of lading.

Hold-space should be reserved for the cargoes on which the bill of lading is desired prior to loading.

The bill of lading should not be issued more than three days before the ship is due to arrive.

The *Chungking* understands that, subject to understanding with shippers and bankers, the shipping companies will adhere to the decision in the face of opposition that may be offered by some foreign shipping companies.

The Silk Association of America is reported to have addressed a circular on this subject to the parties concerned, expressing its wish that the prior issue of the documents might be continued. The decision on the part of the Japanese forwarders covers not only raw silk, but all other cargoes as well.

If the *Chungking*'s report is correct, it means that the Japanese banks are prepared to take risks, for the sake of getting the business, which the foreign banks would not take. We are assured by a banker that no first-class bank would knowingly agree to the taking as much risk as is implied in the "conditions" quoted by the *Chungking*. The *Chungking*'s report also means that the Japanese steamers are prepared to give what many of the foreign lines have always regarded as false bills. Of course, there is a real need for the devising of some arrangement whereby "received for shipment" bills should command the same confidence on the part of the bank as the "received and shipped" bills. Up to the present this has not been done, and the latitude which helped to smooth the way has led to a licence which has had to be curtailed—*Japan Chronicle*.

NEW AMERICAN STEAMER LINE.

FOR TRADE IN ORIENT.

According to a message published in Japan, the president of the Inter-Ocean Steamship Company has announced the completion of arrangements for the company and the Barber Steamship Company to amalgamate into a fresh concern under the style of Atlantic Gulf-Orient Steamship Company. The new concern will devote itself to Oriental trade. A fleet of 22 vessels owned by the United States Shipping Board will be operated by the company, travelling to China, Japan, the Philippines and the Dutch Indies. This report, the *Japan Chronicle* says, is concerned by the Koke agent of the Admiral Line. The amalgamation is part of the consolidation scheme of the United States Shipping Board, which hopes to reduce expenditure by having its fleets worked by fewer agents. The Barber Line some time ago sold to Danish and Italian interests its older ships, the *Stanley*, *Duchess* and *Satsuma*, and has now an entirely modern fleet, including the only electric-driven cargo ships trading to the Orient.

O.S.K. AND T.K.K.

POSSIBILITY OF FREIGHT WAR.

The following paragraph is taken from the *Japan Chronicle*:—
Mention has already been made of the unpleasantness which occurred between the Osaka Shosen Kaisha and the Toyo Kisen Kaisha in consequence of the unexpected call of the T.K.K. steamer *Akora Maru* at Los Angeles to carry home the Japanese passengers who were to embark upon the O.S.K. steamer *Seattle Maru*. To a protest filed with the Toyo Kisen Kaisha by the Osaka Shosen Kaisha, says the *Asahi*, the former replied that there was nothing improper in its procedure, and that it had decided to instruct its steamers to put in at Los Angeles to take on board freight and passengers. This reply caused even greater resentment to the Osaka Shosen Kaisha, which, the *Asahi* says, has decided to reduce by 50 per cent. the fares for the first and third-class passengers embarking at Los Angeles by way of competing with the T.K.K. boats. This big reduction makes it possible for those passengers who might otherwise take T.K.K. steamers at San Francisco to go to Los Angeles to embark on O.S.K. steamers.

MARINE COURT.

NUMBER OF SMALL CASES.

At the Marine Court yesterday before Lieut. Comdr. G. F. Hole, R.N., a number of cases concerning harbour infringement were disposed of.
Six boat people were fined \$5 each for mooring their boats inshore without permission.
The coxswain of the motor boat *San Wo Fat* was fined \$7 for not having a certified engineer on board whilst the boat was under way.
For failing to produce his licence the master of the motor-boat, *Whampoa No. 2*, was fined \$5.
For failing to stop when called upon by the police to do so, the master of the steam launch *Wing Sing* was fined \$5.
For having 15 passengers in excess of the number stipulated in his licence, the master of a passenger boat was fined \$30 with the alternative of one month. There was a previous conviction against the defendant.
The master of the motor-boat *Hon Hing* was charged with failing to produce his licence to the police. There was a conviction of evidence and the defendant was discharged.

WEATHER REPORT.

August 28th at 12.45—Pressure has increased slightly over Japan, Formosa and S. China. It has decreased slightly over Indo-China and the Philippines.

An anticyclone is situated N.E. of Japan. An area of low pressure extends from Philippines to Guam.

Hongkong rainfall for the 24 hours ending at 12 hours, August 28th, 0.00 inch. Total since January 1st, 82.35 inches, against an average of 85.00 inches.

The forecast for the 24 hours ending at 12 hours, Aug. 29th is as follows:—

District: Forecast
Hongkong to Gap Rock: S. or variable winds, light to moderate; fair.

Formosa Channel: do.

South coast of China between Hongkong and Lamock: do.

South coast of China between Hongkong and Hainan: do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 28th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.82	29.80	29.81
Temperature	81	75	83
Humidity	88	92	72
Wind Direction	NNE	Calm	W
Force	1	0	3
Weather	C	B & S	c
Rain	0.00	0.00	0.00
Highest open-air Temperature on 27th	86		
Lowest open-air Temperature on 28th	78		

HONGKONG TIDE TABLE.

From August 29th to Sept. 4th, 1924.

Days of Week	Lunar Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Fri.	29	h. m.	ft. in.	h. m.	ft. in.
		8 20	1 1	1 42	3 4
Satur.	30	8 45	7 6	3 14	1 4
		9 49	5 4	3 21	3 1
Sun.	31	10 21	5 6	4 21	1 5
		10 54	5 8	4 58	1 7
Mon.	1	11 10	7 6	5 43	2 6
		11 52	5 8	6 38	1 4
Tues.	2	12 29	6 0	7 38	4 6
		1 11	4 7	8 38	5 6
Wed.	3	2 7	6 2	9 38	5 5
		3 38	6 1	10 38	3 1

BOARD OF CONSERVANCY WORKS OF KWANTUNG.

Water-levels in English Feet at 10 A.M.

Place of Observation	Highest W.L. ever recorded		Lowest W.L. ever recorded		W.L. Aug. 29	
	Feet	Feet	Feet	Feet	Aug. 29	Aug. 27
Wuchow, W. River	+73.55	-2.43				
Kongmoon, W. River	+14.70	-0.80	+7.0	+6.6		
Linkongchow, N. River	+57.00		+10.5	+10.0		
Shiuchow, N. River	+35.81		+3.7			
Samshui, N. River	+47.25	-8.0	+11.3	+10.3		
Shakung, E. River	+15.11	-0.9		+6.3		

Engineer-in-Chief.

Mental efficiency is lowered when the temperature rises above 70 degrees.—*Dr. Laird*.

The great desire for peace all over the world is actuated by the fact that we all want to get on with our business.—*Sir Daniel Hall*.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.			
MANILA via AMOY	"SUISANG"	Saturday	30th Aug. 3 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday	31st Aug. 8 a.m.
SHANGHAI via SWATOW	"LOKSANG"	Sunday	31st Aug. 10 a.m.
BANGKOK via SWATOW	"CHAKSANG"	Monday	1st Sept. 8 p.m.
TSINGTAU via SWATOW			
SHANGHAI	"TUNGSHING"	Wednesday	3rd Sept. 10 a.m.
TIENSIN	"CHEONGSHING"	Wednesday	3rd Sept. Noon
SANDAKAN	"MAUSANG"	Thursday	4th Sept. 1 p.m.
SHANGHAI via SWATOW	"KWONGSANG"	Friday	5th Sept. 10 a.m.
MANILA	"YUENSANG"	Saturday	6th Sept. 11 a.m.
KOBE	"NAMSANG"	Saturday	6th Sept. Noon
HAIPHONG via HOIHOW	"MINGSANG"	Sunday	7th Sept. 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Monday	8th Sept. 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chaochow.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about
Monday, 8th September, 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

Telephone No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS		HOMEWARDS	
Vessel	Due Hongkong	Vessel	Leave Hongkong
"GLENOGIE"	2nd Sept	"PMBROOKSHIRE"	12th Sept
"GLENSANDA"	23rd Sept	"London, Rotterdam and Hamburg"	28th Sept
"GLENSHANE"	7th Oct	"GLENIFFER"	28th Sept
"GLENGARRY"	16th Oct	"GLENOGIE"	11th Oct

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.
THE GLEN LINE, LTD., AGENTS.

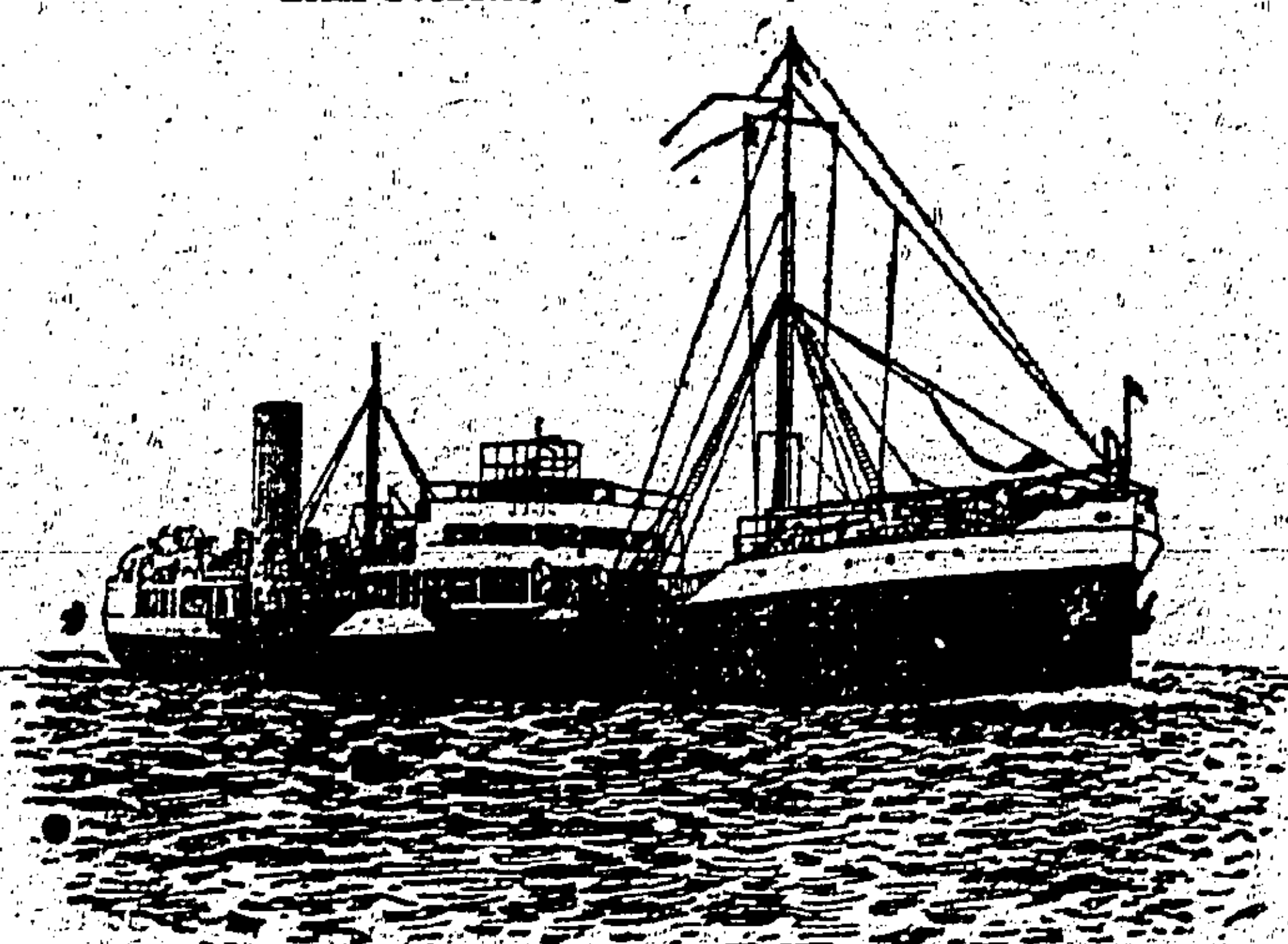
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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

437' 6" x 51' 8" 8170 TONS (gross) 6450 G.R.T.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at HOWLOON DOCKS to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager.

H. M. DICKINSON & Co., M.I.N.A., Kowloon Dock, HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"ARGUN MARU" ... Thursday, 4th Sept.

"ALTAI MARU" ... Friday, 5th Sept.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"SEATTLE MARU" ... Friday, 12th Sept.

BOMBAY via Singapore and Colombo.

"HONOLULU MARU" ... Thursday, 4th Sept.

"BORNEO MARU" ... Monday, 8th Sept.

"ALTAI MARU" ... Monday, 15th Sept.

BANGKOK, SAIGON via SINGAPORE.

"BUSHO MARU" ... Monday, 1st Sept.

CALCUTTA via Singapore & Rangoon.

"INDO MARU" ... Friday, 29th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ARABIA MARU" ... Friday, 29th Sept.

NEW YORK via Japan Ports, San Francisco and Panama.

"ALASKA MARU" (From Kobe) ... Wednesday, 16th Oct.

JAPAN PORTS.

"SHUNKO MARU" ... Wednesday, 3rd Sept.

"LONDON MARU" ... Friday, 5th Sept.

"AMUR MARU" ... Saturday, 13th Sept.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" ... Sunday, 31st Aug. 3 p.m.

"KAIJO MARU" ... Sunday, 7th Sept. 3 p.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 4th Sept.

TAKAO & KEELUNG.

"KWAYO MARU" ... Wednesday, 3rd Sept.

For further particulars please apply to—

OSAKA SHOSEN KAI-HA.

Telephone Nos. 4088, 4089, 4090.

K. SHIMA, Manager.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its medicinal properties likely ever to be equalled in diseases arising from impure blood. It cures all and restores the blood to its normal condition, and is a most valuable medicine for all diseases of the blood, such as skin diseases, rheumatism, and all other diseases arising from impure blood. It is a most valuable medicine for all diseases of the blood, such as skin diseases, rheumatism, and all other diseases arising from impure blood. It is a most valuable medicine for all diseases of the blood, such as skin diseases, rheumatism, and all other diseases arising from impure blood.

VETARZO BRAIN AND NERVE FOOD.

VETARZO REGULATORS. Sold and Retail.

English Trade 25, Kowloon Road, The VETARZO MEDICINE CO., General Sales.

W. & A. London, Eng. (Incorporated) Medicine may be ordered by mail from the above.

Write for particulars and samples to the above. The medicine has been found to be of great value in the treatment of all diseases of the blood, such as skin diseases, rheumatism, and all other diseases arising from impure blood.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD

PROTECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF BIRMINGHAM" 31st Aug. Marseilles, London, B'dam, Leith & Glasgow.
"CITY OF MANILA" 11th Sept. Harb., L'don, B'dam & Hamburg.

PASSENGER SERVICE.

"CITY OF LAHORE" 18th Oct. Shanghai and Japan.
"CITY OF LAHORE" 4th Dec. Marseilles, London, etc.
"CITY OF KARACHI" 20th Jan. Do.
"CITY OF BARODA" 25th Feb. Do.

FARES TO LONDON.

Single 1st Class "A" £22. "B" £24. 1st Class "A" £22. "B" £24.
Cargo Steamer, Saloon Passage £28.

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Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"ROMEO" 31st Aug. via Suez Canal.
"PERSEUS" 10th Sept. via Suez Canal.
"CITY OF YOKOHAMA" 21st Sept. via Suez Canal.
"TEUCER" 1st Oct. via Suez Canal.

* Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
AZAY LE RIDEAU.	—	—	7th Sept.
PAUL LECAT.	—	—	14th Sept.
ANDRE LEBON.	31st July.	1st Sept.	25th Sept.
AMBOISE.	14th Aug.	15th Sept.	12th Oct.
CHANTILLY.	28th Aug.	29th Sept.	26th Oct.
PORTHO.	11th Sept.	14th Oct.	9th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

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A CLASS (1st Class) £25. 0s. 0d. B CLASS (1st Class) £23. 0s. 0d.
STEAMERS 12nd £28. 0s. 0d. STEAMERS 12nd £26. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

" loading for HAVRE, ANTWERP

& DUNKIRK about

" DR. P. BENOIT" from DUNKIRK, LONDON & HAVRE is due

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Sailings subject to alteration without notice.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

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HALFING Capt. W. C. Passmore Friday, 29th Aug. at 5 p.m.
HAIPHONG Capt. Ellis Walker Tuesday, 2nd Sept. at 3 p.m.
HAIPHONG Capt. W. S. Turnbull Friday, 5th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GOTHIC PRINCE" 1st September.
S.S. "SOUTHWESTERN MILLER" 1st October.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

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EGYPT, EUROPE, ETC.]

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,884	5th Sept.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	8th Sept. Noon	Mars., L'don & Antwerp.
"NAGUVA"	5,854	11th Sept.	do.
"KAISAR-I-HIND"	11,430	20th Sept.	S'pore, Penang, Colombo & B'way.
"SOUDAN"	8,896	30th Sept.	Mars., London & Antwerp.
"KASHMIR"	8,963	4th Oct.	do.
"PESHAWUR"	7,634	11th Oct.	do.
"MORBA"	10,911	18th Oct.	do.
"SICILIA"	6,813	27th Oct.	S'pore, Penang, Colombo & B'way.
"KASHIAR"	5,840	1st Nov.	Mars., London & Antwerp.
"MALWA"	10,941	15th Nov.	do.
"SARDINIA"	6,884	25th Nov.	S'pore, Penang, Colombo & B'way.
"KARMA"	9,038	25th Nov.	Mars., London & Antwerp.
"MANTUA"	10,904	12th Dec.	do.
"SOUDAN"	8,896	23rd Dec.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,097	27th Dec.	Mars., London & Antwerp.
"KALYAN"	9,097	27th Dec.	Mars., London & Antwerp.
"MACEDONIA"	11,089	10th Jan.	Mars., London & Antwerp.
"SICILIA"	6,813	20th Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MORBA"	10,911	7th Feb.	do.
"KASHMIR"	8,963	21st Feb.	do.
"MALWA"	10,941	7th Mar.	do.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	3rd Sept.	Singapore, Penang & Calcutta
"TILAWA"	10,000	10th Sept.	do.
"TAIREA"	8,500	1st Oct.	do.
"TAKADA"	8,949	25th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	1st Oct.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	3rd Oct.	Island, Townsville, Brisbane,
"KASHMIR"	4,500	28th Nov.	Sydney & Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal, San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"PESHAWUR"	7,934	30th Aug.	Shanghai & Yokohama.
"KASHMIR"	8,963	5th Sept.	Shanghai & Kobe.
"SOUDAN"	8,896	5th Sept.	Shanghai & Kobe.
"ARAFURA"	6,000	8th Sept.	Shanghai & Kobe.
"TAIREA"	8,500	10th Sept.	Shanghai & Kobe.
"MORBA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	3rd Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th Oct.	Shanghai & Kobe.
"SICILIA"	6,813	4th Oct.	Shanghai & Kobe.
"TAKADA"	8,949	6th Oct.	Shanghai & Kobe.
"MALWA"	10,941	12th Oct.	Shanghai, Moji & Kobe.
"KARMA"	9,038	1st Nov.	Shanghai & Kobe.
"SARDINIA"	6,884	1st Nov.	Shanghai & Kobe.
"MANTUA"	10,904	15th Nov.	Shanghai, Moji & Kobe.
"KALYAN"	9,097	25th Nov.	Shanghai, Moji & Kobe.
"SOUDAN"	8,896	29th Nov.	Shanghai & Kobe.
"ARAFURA"	6,000	6th Dec.	Shanghai & Kobe.
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	Shanghai & Kobe.
"SICILIA"	6,813	27th Dec.	Shanghai & Kobe.

1925.

"ST. ALBANS"	4,500	3rd Jan.	Shanghai, Moji & Kobe.
"MORBA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHMIR"	8,963	21st Feb.	do.
"MANTUA"	10,904	7th Mar.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

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Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "WEST-FARALON"	Due Hongkong 30th Aug.
U.S.S. "WEST SEQUANA"	Leave Hongkong 31st Aug.
U.S.S. "WEST PROSPECT"	Leave Hongkong 14th Sept.
U.S.S. "WEST PROSPECT"	Leave Hongkong 16th Sept.
U.S.S. "WEST PROSPECT"	Leave Hongkong 23rd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S.
AND CANADIAN OVERLAND PORTS.

TO BATAVIA, SEMARANG AND SOURABAYA.

U.S.S. "WEST CROFKA"	Due Hongkong 30th Aug.
U.S.S. "WEST CROFKA"	Leave Hongkong 31st Aug.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S. "WEST CARMONA"	Due Hongkong 18th Sept.
U.S.S. "WEST CARMONA"	Leave Hongkong 20th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information, Apply to

STRUTHERS AND BARRY.

L. EVERETT.

General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building

Phone No. Central 8008.

G. P. BRADFORD.

Res. Agent.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

From	Steamer	Date of Departure
JAVA via BALIK PAPAN	"TAIKOOYAN"	On 29th Aug. 11 a.m.
SHANGHAI & NEWCHANG	"FOOCHOW"	On 30th Aug. D.L.
SHANGHAI & TIENTSIN	"KANCHOW"	On 30th Aug. D.L.
SWATOW & SHANGHAI	"BUNNING"	On 31st Aug. Noon.
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 1st Sept. 2.30 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 2nd Sept. 12.15 p.m.
HOIHOW, PAKHOI & HAIPHONG	"TAKING"	On 2nd Sept. 10 a.m.
SWATOW & BANGKOK	"KALING"	On 2nd Sept. 2.30 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 4th Sept. 10 a.m.
SWATOW & BANGKOK	"KWANGHONG"	On 9th Sept. 2.30 p.m.
AMOY, SWATOW & SINGAPORE	"KINGYUAN"	On 10th Sept. 2.30 p.m.
WAIHAIWAI, CHERDO & TIENTSIN	"KUEIHOH"	On 10th Sept. 4 p.m.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 14th Sept. 2.30 p.m.
SWATOW & BANGKOK	"KALGAN"	On 16th Sept. 2.30 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooming.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 33. Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong	Sails for Manila, Sandakan, Thurs. 1st & Aus. Ports
"TAIWAN"	23rd Sept.	28th Sept.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE, Agents.

Telephone No. Central 38.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIQUE).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "FIUME-L"		Sails about 31st August.
S.S. "PERSIA"		Sails about 30th September.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"		Sails about 7th September.
S.S. "YACONIA"		Sails about 4th October.
S.S. "FIUME-L"		Sails about 7th October.
S.S. "PERSIA"		Sails about 7th November.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI"		Sails about 31st August.
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Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 7080.

Agents.

Y. K. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KRELLUNG, HONGKONG, CANTON & HAIPHONG.

Sailings from Hongkong.

For CANTON

</

POST OFFICE NOTICE

INWARD MAILS.

From	To	Date
Europe via Suez (Letters & papers, London, 31st July, and Parcels, 22nd July)	Panama	29th Aug.
JAPAN	Aki Maru	29th Aug.
SHANGHAI	Seikoku	30th Aug.
U.S.A. HONOLULU, JAPAN, SHANGHAI and Europe via Suez (Letters, 30th Aug.)	Urea Line	30th Aug.
CANADA, U.S.A., JAPAN, SHANGHAI and Europe via Canada—London, 2nd Aug.	Emp. of Canada	1st Sept.
U.S.A., HONOLULU, JAPAN AND SHANGHAI	Urea Maru	1st Sept.
SHANGHAI	Adra Maru	1st Sept.
SHANGHAI	Van Oon	1st Sept.
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. Madison	2nd Sept.
JAPAN	Tylosia	4th Sept.
AUSTRALIA & MANILA	Arafora	5th Sept.
JAPAN	Tikimaru	7th Sept.
SHANGHAI	Sarpidon	8th Sept.
SHANGHAI	Alanta Maru	9th Sept.
JAPAN	Hirano Maru	9th Sept.
JAPAN	Tylosia	14th Sept.
AUSTRALIA & MANILA	Taiyo Maru	16th Sept.
	Taiyo	22nd Sept.

OUTWARD MAILS.

For	Per	Date
Shanghai	Foochow	Friday, 29th, 2.30 P.M.
Singapore, Amoy and Fuzhou	Hai Ning	4.00 P.M.
Batavia and Wuchow	Taiming	4.30 P.M.
Haiphong	Borneo	5.00 P.M.
Formosa	Yokohama Maru	Saturday, 30th, 9.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Aki Maru	9.30 A.M.
Amoy and Manila	Suisung	2.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central America, South America and EUROPE via VICTORIA, B.C.	Pres. Grant	Parcels 3.00 P.M. Registration 4.15 P.M. Letters 5.00 P.M.
Ship sails on Sunday 31st Aug. at 10 A.M.		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Japan and Europe via Marseilles—due Marseilles, 3rd Oct.—Ship sails on Sunday, 31st Aug. at 5 P.M.	City of Birmingham	4.15 P.M.
Haiphong and Haiphong	Leung	5.00 P.M.
Swatow, Amoy and Formosa	Amakura Maru	Sunday, 1st, 9.00 A.M.
—SEPTEMBER—		
Shanghai and Japan	Andre Lebon	Monday, 1st, 12.30 P.M.
Amoy	Kuangen	1.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via London—due London Oct 2th.	Troilus	2.30 P.M.
Saigon and Bangkok	Bushu Maru	2.30 P.M.
Swatow and Bangkok	Ukawa	3.30 P.M.
Amoy	Szechuan	5.00 P.M.
Manila	Pres. Monroe	Tuesday, 2nd, 8.30 A.M.
Haiphong and Haiphong	Taiming	8.30 A.M.
Swatow and Bangkok	Kaying	1.00 P.M.
Swatow, Amoy and Fuzhou	Haiphong	2.00 P.M.
Manila	Pres. Madison	Wednesday, 3rd, 5.00 P.M.
Sandakan	Musang	Thursday, 4th, Noon
Japan	Ginga Maru	Friday, 5th, 10.30 A.M.
Swatow, Amoy and Fuzhou	Trufou	Noon
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 4th Oct.	Kutun	Parcels 5th, 5.00 P.M. Registration 6th, 9.45 A.M. Letters 10.30 A.M.
Manila	Yuehning	10.00 A.M.
Saigon	Reg.	4.15 P.M.
Manila	Amoy Le Bateau	Letters 5.00 P.M.
Java via Soerabaya	Tjikini	Sunday, 7th, 9.00 A.M.

*Correspondence bearing vessel name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE (DIRECT).

TROILUS	1st SEPT. London, Hull, Rotterdam & Hamburg
ATREUS	6th SEPT. London, Rotterdam & Hamburg
SARPEDON	9th SEPT. Marseilles, London, Rotterdam & Glasgow
GLAUCUS	15th SEPT. London, Rotterdam, Hamburg & Dunkirk

LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS).

EURYPYLUS	6th SEPT. Marseilles, Havre, Liverpool & Glasgow
ANTIOCHUS	20th SEPT. Genoa, Marseilles, Liverpool & Glasgow
KT. TEMPLAR	1st OCT. Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE (VIA KOBE AND YOKOHAMA).

ACHILLES	20th SEPT. Victoria, Seattle & Vancouver
PHILOCTETES	14th OCT. Victoria, Seattle & Vancouver

NEW YORK SERVICE (VIA SUEZ OR PANAMA).

PERSEUS	10th SEPT. Boston & New York (via Suez)
TEUCER	1st OCT. Boston & New York (via Suez)
EURYLOCHUS	11th OCT. Boston & New York (via Suez)

PASSENGER SERVICE

PATROCLUS	16th SEPT. Shanghai
SARPEDON	9th SEPT. Singapore, Marseilles & London
PATROCLUS	21st OCT. Singapore, Marseilles & London
MENTOR	17th NOV. Singapore, Marseilles & London
HECTOR	16th DEC. Singapore, Marseilles & London
TEIRESIAS	29th DEC. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD & SWIRE AGENTS.

COMMERCIAL OPENING QUOTATIONS.

August 29th, 1924.

On London—	
Telegraphic Transfer	2 1/4
Bank Bills, on demand	2 1/4 9/16
Bank Bills, at 30 days sight	2 1/4
Bank Bills, at 4 months sight	2 1/4
Credit, at 4 months sight	2 1/4
Documentary Bills, 4 months sight	2 1/4
On Paris—	
Bank Bills, on demand	9 1/2
Credit, 4 months sight	1 1/2
On New York—	
Bank Bills, on demand	5 1/4
Credit, at 30 days sight	5 1/4
On Bombay—	
Telegraphic Transfer	165
Bank Bills, on demand	165
On Calcutta—	
Telegraphic Transfer	165
Bank Bills, on demand	165
On Shanghai—	
Bank Bills, at sight	nom.
Bank Bills, 30 days sight	nom.
On Yokohama—	
Bank Bills, on demand	129 1/2
On Manila—	
On demand	108 1/2
On Singapore—	
On demand	101 1/2
On Batavia—	
On demand	140
On Haiphong—	
On demand	nom.
On Saigon—	
On demand	nom.
On Bangkok—	
On demand	77 1/2
SOVEREIGN, Bank's Buying rate	8.20
Gold Leaf, 100 fine, per tael	48
Silver, per oz	34 5/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds:	
Sinking	\$4,500,000
Silver	\$25,500,000
Reserve Liability of Proprietors	\$10,000,000

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W. L. PATTERSON, Esq., Chairman
H. P. WHITE, Esq., Deputy-Chairman
B. D. F. BATH, Esq.
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Hon. Mr. P. H. HOLYOCK, N. L. WATSON, Esq.
A. O. LANG, Esq.
G. M. YOUNG, Esq.

Chief Manager: A. G. STEPHEN, Esq.

Manager: Hongkong—A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 7th May, 1924. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
Interest on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. p.p. annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Acting Chief Manager.
Hongkong, 15th May, 1924. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
Paid-up Capital ... £3,000,000
Reserve Fund ... £3,000,000
Reserve Liability of Proprietors ... £3,000,000
FOR EXCHANGE AND GENERAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, April 8th, 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINCO)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 62,500,000
Reserve Fund	Yen 12,500,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
CHINA—Ginco, Kagi, Kankai, Keelung, Makung, Nanto, Pusan, Shinchun, Tientsin, Tainan, Takow, Tamsui, Tientsin, Aiko.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fuzhou, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON COUNTRIES WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch India, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
Z. YAMAMOTO,
Manager.
Hongkong, 29th June, 1924.

ROUND THE WORLD



The "Three Castles" Cigarettes have been smoked all round the world for many years
Their quality never varies

Also Packed in Regular Size 20's and 50's.

Three Castles

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.
Authorized Capital ... £20,000,000
Subscribed Capital ... £1,800,000
Paid-up Capital ... £1,050,000
Reserve Fund ... £1,250,000

BANKERS: THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES: Bangkok, Calcutta, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Hanoi, New York, Simla, Calcutta, Kandy, Penang, Singapore, Colombo, Karachi, Port Louis, Soerabaya, Delhi, Kota Bharu (Malay Peninsula).
HONGKONG BRANCH: Every description of Banking and Exchange Business transacted. Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.
N. C. WILLIAMS, Manager.
7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

BANQUE DE L'INDO-CHINE, PARIS.

HEAD OFFICE: 86 Boulevard Haussmann, Paris.
Subscribed Capital ... Frs. 72,000,000
Paid-up Capital ... Frs. 68,000,000
Reserve Fund ... Frs. 59,967,933.54

BRANCHES: Bangkok, Hongkong, Saigon, Batavia, Hongkong, Shanghai, Canton, Nanking, Peking, Tientsin, Hankow, Pootung, Yunnanfu, Hanoi, Pondicherry.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LECOT, Manager.
Hongkong, 29th March, 1924. [32]

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.
Established 1919.
Authorized Capital ... \$10,000,000
Paid-up Capital ... \$6,000,000
Reserve Fund ... \$750,000

Every description of Banking and Exchange Business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent. per annum.
For 6 months at the rate of 3 1/2 per cent. per annum.
For 12 months at the rate of 4 per cent. per annum.
K. T. TONG PO, Chief Manager.
Hongkong, March 15th, 1924. [34]

INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road, Hongkong.
BRANCHES: Shanghai—51, Kiangsu Road. Hankow—British Concession.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Canton, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive Rates for all kinds of Deposits. Remittances are welcomed.
T. H. MAI, Manager.
1923.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
Reserve Fund ... Yen 74,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT: Batavia, Kobe, Soerabaya, Bombay, London, Rangoon, Buenos Ayres, Lyons, San Francisco, Calcutta, Yokohama, Manila, Shanghai, Hongkong, Nagasaki, Singapore, Fuzhou, Nanking, Nagoya, Hankow, Newchwang, Osaka, Tientsin, Hankow, Peking, Tokyo, Harbin, Kwantung, Kailiao, Kailiao, Kailiao.

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.
T. MISHIYAMA, Manager.
Hongkong, 24th July, 1924. [29]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ. (NEDERLANDSche Trading Society.) B.A.N.K.

Established 1834.
Hongkong Branch established 1906.
Authorized Capital Guilders 150,000,000
Paid-up Capital ... (215,500,000)
Reserve Fund ... (25,888,871)
Special Reserves ... (21,045,033)
Total ... (258,433,904)

Head Office: AMSTERDAM.
Eastern Head Office: BATAVIA.

BRANCHES: Batavia, Bandoeng, Bombay, Calcutta, Cherbon, Djember, Djokjakarta, The Hague, Kobe, Kots, Bedy, Makassar, Medan, Padang, Palembang, Pecalangan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKER: NATIONAL FINANCIAL BANK, LTD.
Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.
J. J. STAARBAAND, Acting Agent.

THE BANK OF CHINA.

行銀國中
(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$60,000,000
Paid-up Capital ... 12,478,600.00
Reserve Funds ... 9,829,425.24

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS: The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York. New York Bankers: The Irving National Bank. The Equitable Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Every description of Banking Business transacted. Loans granted on Approved Securities. Special facilities for Home Exchange.

TSUXE PEI, Manager.
Hongkong, September 6th, 1921. [33]

Printed and Published by BRADSHAW AUGUSTUS HALL, for the HONGKONG DAILY PRESS, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.